

Trail Rider

MAGAZINE

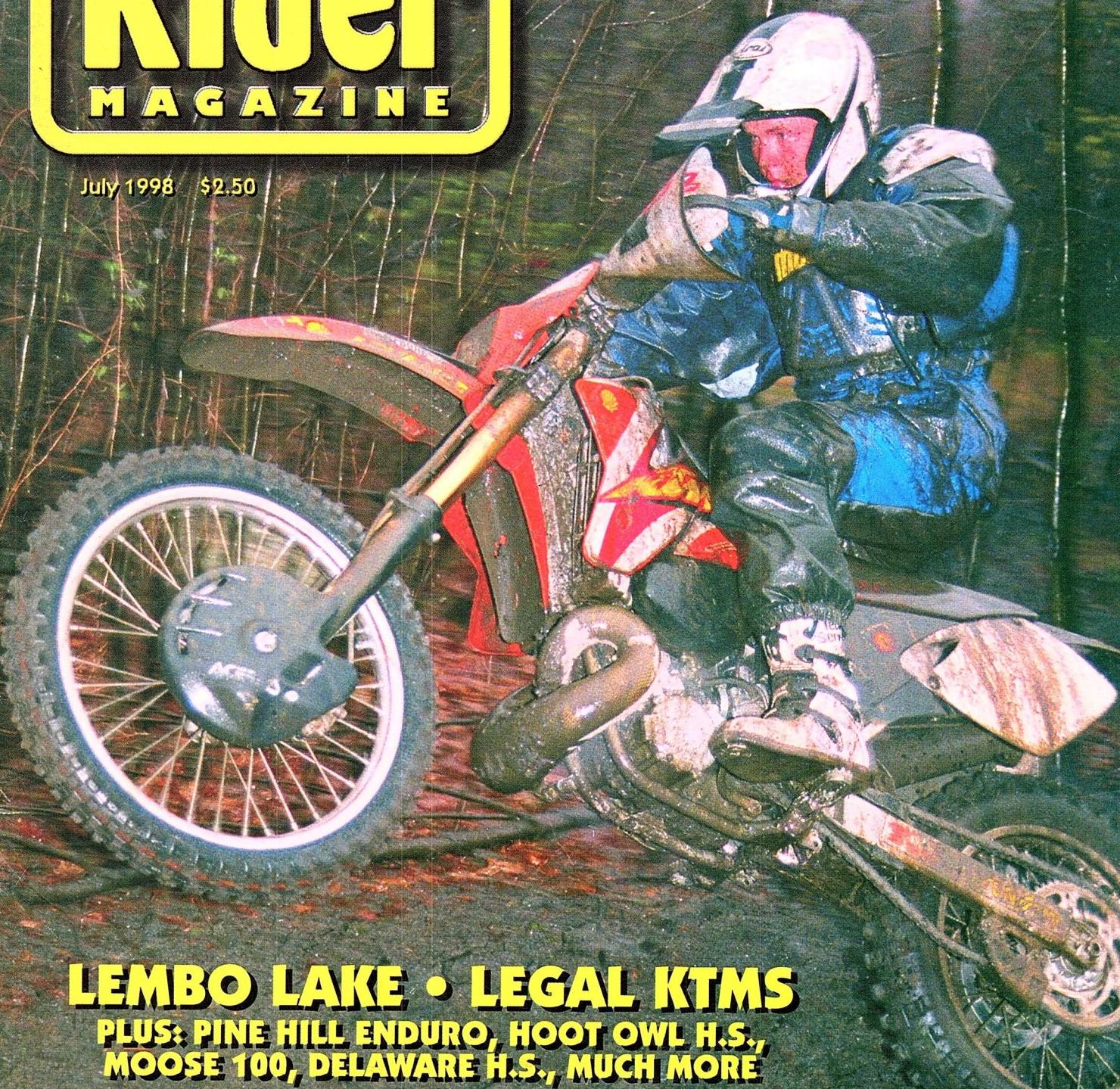
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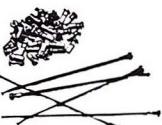
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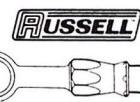
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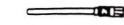
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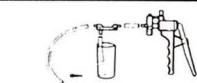
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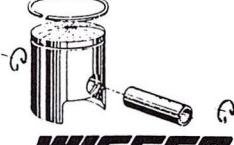
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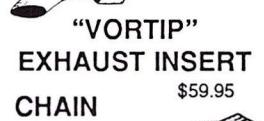
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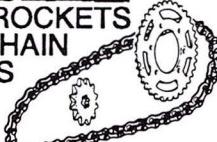
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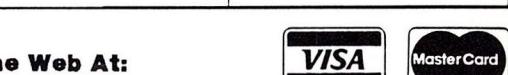
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On the cover: How can a guy going this fast not win the race? It seems impossible, but that's what happened at the Bear Valley National, when Doug Blackwell snuck up and pounced, on the last lap. That's okay, Mikey's leading the National Enduro Series, and if we all hold our breath.... (Photo by Clipper)

July 1998
Volume 28 Number 7

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Printed in the USA by
GraphicData, Burlington, NJ

The advertising deadline
for the October 1998 issue
is August 15, 1998

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Warning: there isn't anything that will top the feeling you get from piloting a motorcycle through the woods, but you have to accept the risks inherent in this sport if you're going to do it. There are no safety features expressed or implied, there are no airbags or seat belts to protect you from yourself. The entire burden of personal safety rests right on your shoulders, Bucko, and if you mess up it's not the land owner's fault, not the bike manufacturer's fault, and certainly not our fault. We recommend using all the protective clothing you can, and be aware of what you're doing at all times. And then, it's fun.

Trail Rider Magazine (ISSN 0892-3922) is published monthly at 127 Navajo Trail, Medford Lakes NJ 08055. Subscriptions are available from Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055, at \$18.00 U.S. per 12 issues (one year). Canadian subscriptions are \$25 U.S. yearly. Copyright © 1998 by Trail Rider Magazine. All rights reserved. No advertising or editorial matter in this magazine may be reproduced for distribution without written permission by the publisher. Contributors: Articles and event photos are welcome, although we assume no responsibility for unsolicited materials. Unless special arrangements are made in advance, all published materials become the sole property of Trail Rider. Periodicals postage paid at Medford, New Jersey, and additional mailing offices. **POSTMASTER:** Send address changes to Trail Rider Magazine, P.O. Box 2038, Medford Lakes NJ 08055-2038.

Dangerous Knowledge:

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Renewals: If you like Trail Rider, and plan to renew, it would be really helpful if you looked at the label on your magazine and checked the expiration date. When you start getting close to expiring (the magazine, not you), send in a check along with the order blank from an issue, or just your name, address, and sub number (above your name on the label), and tell us that you want to renew. This way we can avoid sending out a renewal notice, which will save us money we can then spend on food. If you drag your feet and forget to renew until you stop getting issues, there's no way we can "start you with the last issue" you missed. We have to start you with the next scheduled mailing, and you'll have to buy the missed issues as back issues, if we have any left. We mail out the magazine every month like clockwork, on or about the 17th, so renew as early in the month as possible in order to not miss it.

Back Issues: A limited number of back issues are available. Write us and let us know the month and year, and send \$2 per copy, plus U.S. Postage of \$3 for up to four magazines. More than four and we'll have to figure out the postage. Don't use the shotgun approach and tell us to "send all the mags with XR400 tests" unless you have plenty of time to wait. (Hint: We never had an official XR400 test bike).

Address Changes: If you don't want to miss an issue, let us know in advance of your move, so we can update our files before we mail your magazine into the ozone. The P.O. is supposed to forward magazines, if you tell them to, but they don't do it in a hurry.

Newsstand Sales: You won't find Trail Rider in any convenience stores. You can get Trail Rider in some motorcycle shops, and some day we plan to print a list of them. Shops can sell Trail Rider easily. We'll sell you a minimum of six issues (non-returnable) at a price you won't lose money on, and we'll pay shipping. Call us.

Advertising: Clubs can advertise their events in Trail Rider for the low price of \$185 a page, and \$135 a half-page. This is something like a 40% discount off regular prices just because we like to help the clubs out. Regular retail advertisers are strongly encouraged to get in touch with us if you want to advertise in the Northeastern market, because we've got a dedicated, faithful readership of about 3,000 hardy souls, and besides that we like to eat, as we explained above. Advertising is what keeps this rag alive, and we appreciate your business.

Contributors: We pay \$30 a page for copy, and \$8 each for black and white photos, but we don't print just anything that comes in. Call us and we'll talk about it.

Yankee Trader: Subscribers can advertise their bikes for sale free in Yankee Trader. Just write it down and mail it in, don't call us with it. Thanks!

LAST OVER



by Paul Clipper

Fond Memories

I was about to start this story by saying that "Twenty years ago, I moved to California..." but after thinking about it for a bit, I realized it wasn't true. The truth is that since 1976 I had been living in California, first as an editor on a staff of a magazine that had failed and gone down the drain, and later as a jack of all trades in a commercial film-reproduction lab.

But twenty years ago—an eternity in anyone's book, an incredibly long time ago, after stacking up all the things that have happened to me since then—I was on the verge of the unknown. I was about to start work in a job I was truly inexperienced for, and, I thought, unsuited for. I was going to be faking it, that's what I thought, but I didn't care. It was going to be a wild ride, I could see that, and no matter that my confidence level was zero, I had enough on the ball to realize that if I didn't take this shot I was a fool, so I was going to fake it as hard as I could, and hang on for dear life. I was about to start a job as an editor on the staff of *Dirt Bike* magazine.

I had no idea what I was doing. Well, actually I did; I knew what I was supposed to be doing and I hadn't a clue how to accomplish it. But fortunately I was under the wing of the legendary Super Hunky, an incendiary personality who without a doubt had as many enemies as folks who outright feared him, but also a person who is a certified genius when it comes to putting out a magazine. If I was unsure of myself, he was there to straighten me out, and with this yin/yang balance of my insecurity and Hunky's egomaniacal bravado I was wobbling off into a career that was going to consume my life, little did I know.

When I went out west, I left behind what little I knew of the riding community in South Jersey. I had my close friends that I went riding with, and then there were the shop mechanics I dealt with, and maybe a few people I met at the enduros. There was one quirky group I had come into acquaintance with, a pack of ne'er-do-wells from the shore area who seemed to specialize in promoting "outlaw" hare scrambles events on the edge of an old dump in Manahawkin. I knew the "ringleader" of this pack was a guy named Lindsay Pirie, and I probably remembered his name more because it was unusual rather than because we had any kind of close relationship. I had ridden in two or three of his outlaw events and had a ball, and they were one of the things I missed about being on the left coast.

But I had work to do, and things to learn, and spent my days just about panic-stricken, with my nose to the grindstone—such as it

was ("You can't really call this work..." Hunky would say, with a Marsh-Wheeling clamped in his jaw, a camera around his neck, standing out in the sun and sand of Indian Dunes in the middle of a work day). It was on one of the office days I was laboring at my desk when I received a call from someone who claimed to be "an old friend" to get past the secretary.

It was a guy who introduced himself as "you may not remember me...", but he was one of Lindsay's buddies, and we had met at one of the outlaw rides. His name was Tom Zimmermann, and he and his son were traveling in California, on their way around the country, and he figured that if he was in California while there was a homeboy from New Jersey on the staff of the greatest motorcycle magazine in history, well, he'd be a real scumbag if he didn't stop by for a visit. Could they come by the following morning—he didn't want to barge in, he knew I must be busy—and see the legendary well-lit offices of *Dirt Bike*? Well, of course....

The next day I met Tom and his son Bruce. Tom was gracious and way too complimentary, for a guy from New Jersey. Bruce, who was sixteen or seventeen at the time, was somewhat awestruck by being in the actual *Dirt Bike* offices. I told him I felt the same way, and we spent a half-hour or so just shooting the breeze and talking about things—outlaw hare scrambles, the West Coast scene, all that stuff. They didn't stay that long, but I was pleased that someone from back east would care enough to take the time to visit, and when they left Tom promised I'd hear from him again.

He kept his promise, and every now and then I'd get a telephone call, always starting "You probably don't remember me..." Well, I did, and when I finally moved back to New Jersey Tom and Bruce were two guys I always looked forward to seeing. It wasn't that often, since Tom really didn't ride much anymore, and Bruce was into motocross. But, we did get together every year at the New Year's ride, where Bruce would show up in his funky, lowered pickup truck, and Tom would meet us all at the Woodshed for lunch.

We'd get together pretty much every year like this, except for the year I had the flu, or the year this or that happened. Then, this past January I saw Bruce again on the morning of the first, sporting a pretty much brand-new Husaberg 501 motocrosser, with a tag hung on the back. He was all excited about setting it up to race MX, and that it was a big change from the CR500 engine in a CR250 aluminum chassis that he had built the year before. Maybe you might have seen the article—I believe it was in *Dirt Bike* magazine—on his wild bike. Well, that was Bruce's bike; pretty cool. We had talked on the phone about him writing some stories for *Trail Rider*, this was before the first of the year, and here at the ride we talked some more; that maybe he'd start putting together some stories about training for racing. I was all for it, and he let me ride his 501 around a bit, and then we parted to start the new year.

The next time Bruce surfaced was a later that month, when Lindsay got the go-ahead from Dave Coombs to put together the Manahawkin site as a location for a GNCC round, which is actually happening in a couple of weeks—you'll probably see a story on

it in the next issue of *TR*. Well, Bruce was one of the guys helping to lay out the extensive motocross section in the race, and I'm sure it's going to be a wild section, because Bruce and the boys are serious about their motocross—Vet motocross, since now Bruce was 37 years old. Almost twenty years had gone by, just like that.

One other thing Bruce was really serious about was training. He told me he might be getting older, but he wasn't going to let it get the better of him. He said that maybe the young kids now flew farther than him on the double jumps, but he wasn't going to let it happen because he was out of shape. Maybe it was because he was older and more sensible, but he'd stay fit no matter what. And that's why Bruce was going to start writing about training; because it was just about his second love to riding.

Well, the one thing Bruce didn't know was that he was suffering from heart disease. Maybe he thought that when he got a little extra out of breath it was because of a fault in his diet, or a break in his training routine. In actuality, what he was feeling was his fuel pump trying to tell him there was a problem, and a month ago, at the tail end of April, he found out the hard way. He was out running after work, like he always did, and his heart gave out on him. Lindsay tells me he managed to make it back to his front yard before he collapsed, and that is where they found him. Thirty-seven years old, and he's gone, victim of a bad ticker.

Hard to believe. He was a mini brat at the first outlaw hare scrambles, and here he was, putting together the GNCC with Lindsay, basically right on the same piece of ground. He was also working on opening up another ORV park in the state, and though the work will certainly go on without him, it's a damn shame he won't get to see it. I feel bad that I won't get to see Bruce at the New Year's ride anymore, but I feel even worse for his father. Being a father myself, I can guarantee you that one of the last things I want to do is outlive my kids.

If there's a moral to this story, it must be this: Endeavor to know what's going on within. No matter how young you might feel, there may be things happening inside of you that need more than a good diet and more aerobic exercise to cure. Heart disease is a sneaky, insidious thing; so is cancer in its many forms, high blood pressure, diabetes. None of us are immune to any of it, and you can miss many days in the saddle if it grabs you by the ass. Get a check-up, take all the tests, and then head on out into the woods knowing you can easily finish every ride, and not just whether or not your bike can finish.

Lindsay and the boys have decided that the Manahawkin GNCC was going to be dedicated to the memory of Bruce Zimmermann, an enthusiast, a hell-raiser, and a person concerned about the future rights of dirt bikers. I know it's going to be a heckuva race, and a fitting memorial to Bruce and all of the riders involved in those first outlaw hare scrambles.

We'll all miss Bruce, that's for sure, at the GNCC and afterwards. I hope, though, that when we leave here we actually go somewhere else, where once again I'll hear him say, just like his father, "You probably won't remember me...."

But I will. □

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EASTERN NEWS

Kentucky Dirty

U.S. Forest Service officials released word in April that it plans to severely restrict off-highway vehicle use in the Daniel Boone National Forest in eastern Kentucky. In a style that has become familiar to us all, the Forest Service initially considered alternatives from closing the whole forest to leaving it all the way it was, and in the end they "compromised" with an alternative plan that allowed a 117-mile trail system to remain. Previously, ORV users in the Daniel Boone could boast of more than 800 miles of trails to ride.

The Daniel Boone National Forest is headquartered in Winchester, KY, and covers approximately 670,000 acres. It is a favorite riding area for folks in the region, and from all over the east and Midwest. According to a news release we have received from the AMA, the American Motorcyclist Association has reacted negatively to the proposed closure, and, we'd assume, passed their feelings on to forest officials. As of this date we have no official notice as to when this closure might take place, so make it a point to enjoy riding in Daniel Boone until the hammer falls.

Sad Passing

We heard early this spring about the death of Lynn Burton. Lynn was a resident of the Berkshire Hills of Massachusetts, and was extremely active in the organization. He was a NETRA director, president of the Berkshire Trails Council, and president of the Hoosac Valley Motorcycle Club; however the role most people will remember him for is that of trail boss of the Al Eames Memorial two-day dual sport ride of a couple of years ago. Lynn wrestled the Al Eames Memorial into existence practically single-handed; whether by stubbornness or a real lack of help, and mother-henning the event all the way through. For all his work he was rewarded with one of the best trail-ride events in New England, of the time, and on the second year had everyone eagerly signing up to ride the event again. He did a great job, and the event's demise when Lynn was forced to move to Arkansas for work created a void in the schedule that may never be filled again. Lynn died of a stroke suddenly in January of this year; and he will be missed by all.

Tower City

We reported over the winter that the popular riding area known as Tower City in Pennsylvania had been closed by the

private landowner, after the area was subject to abuse by, well, abusive riders. Since then, the landowner has been convinced to allow the land opened again, but this time on a membership basis, and the landowner is donating the membership money to a charitable organization. Membership has been limited to 500 riders, at the request of the landowner, and according to what we've read, the fee is \$100. For more information you can contact the new Tower City Trail Riders club, by calling John Grobenski at (717)273-0424, or Don Lau at (717)244-4850.

Free Whitehorse Catalog

You know, it just keeps getting bigger and bigger. And they keep sending us more and more of them. There must be someone at Whitehorse who is solely in charge of Trail Rider promotion, because they send us a new copy of their catalog at least once a month, and it gets so we can't remember the last time we ran a shot of it. So here it is. However, if you don't have one, you should get one. In it, Whitehorse has all the books, tapes, maps, and posters you could ever want. They also have a line of T-shirts that are cool, as well. The coolest part is that every book and tape in this catalog is motorcycle-related, and some of the stuff is mind-blowing in its obscurity. Anyhow, call them at (800)531-1133 and they'll send you one.

NETRA Event Changes

The Rocky Mountain hare scrambles, originally scheduled for 8/30 in Alton, New Hampshire, has been cancelled and will not be run at all this year. This also means that the NETRA Junior Enduro, scheduled for 8/29 at the same location, is also off the schedule. Please update your calendars accordingly.

Two other hare scrambles have switched dates. The Slippery Root was scheduled for August 2, but that date will now be the date for the Hoot Owl II in Uxbridge, Mass. The Slippery Root will happen on September 6, presumably at its listed location of West Unity, New Hampshire. Call the NETRA office for confirmation a week or two before the listed event, just to be safe.

Blowdown City

We received an interesting card in the mail from the Vermont Trail Riders Association (VETRA) concerning the Central Vermont Dual Sport Loop, a NETRA Trail System loop that they released a route sheet for last year. It seems that they are definitely feeling the results of last year's winter ice storms that hit some areas of New England hard. The Central Vermont Loop, for one, has been hammered. Trail scouts from the organization did some exploratory riding

on the trails and all have come back with the same story: "...whole trails and even town class IV roads impassable even to motorcycles, due to massive broken tree tops and trunks in the trails and roadways." We had a similar problem last spring, but on a much smaller scale, in the southern Berkshires, and I'm sure we just saw a hint of what it could be like up in Vermont. It may take months, possibly

all summer to clear the trails, so if you have been planning a ride in Vermont please ask around before you go and make sure you're going to be able to ride somewhere other than the asphalt...unless that's what you're into (as they said on Seinfeld, "not that there's anything wrong with that."). A good place to find out trail progress in the area is the VETRA Web site at www.edelsteintech.com/vetra/. Check it out, and if you really care you'll join VETRA and help them clear out the trails for everyone. Contact them at P.O. Box 136, South Pomfret, VT 05067.

NETRA Events

Let's see, as this is being written, we're waiting for the spring start of the NETRA enduro season, when the Monahan enduro goes off this Sunday, but since it hasn't happened, we've got nothing to report. We have Lembo and Hoot Owl both in this issue, and since then the CATRA hare scrambles has happened, so we do know what's happened there. At CATRA, Tommy Norton finally pulled together a flawless day and won the overall, with Pat Timothy having to settle for second. Brian Lawson was third, and Luke McNeil was fourth overall. Look for a story next month. It looks to us that this year's hare scrambles fight is going to be a close one between Timothy and Norton. Watch it closely...right here!

Coming up this month is the Rhody National Enduro in West Greenwich, Rhode Island, where all the factory stars (BOTH of them!) will come together to do battle for national points. Expect to see

Where to Ride

- 7/4 Berkshire Jr. Enduro, Granville MA
- 7/4 Nervous Novice Parent/Child ride, Granville, MA
- 7/5 Central Vermont Hare Scrambles, Chelsea, VT
- 7/11-12 GNCC, Boyers, PA
- 7/12 Greylock Hare Scrambles, Windsor MA
- 7/12 Little Rhody National Enduro, W. Greenwich RI
- 7/12 Little Rhody National Enduro, W. Greenwich, RI
- 7/14 Tri-State Enduro, Oxford MA
- 7/19 Foggy Mountain Breakdown Enduro, Blain, PA
- 7/25 Knox Junior Enduro, Southampton MA
- 7/25 Nervous Novice Parent/Child ride, Southampton MA
- 7/26 Belltown Scrambles, East Hampton CT
- 7/26 BER Enduro, Crossforks, PA



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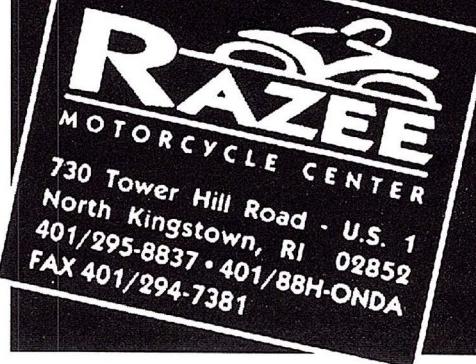
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UPS SHIPPING EVERYWHERE

Mike Lafferty of KTM battling it out with Doug Blackwell of SCR Yamaha and Randy Hawkins of factory Suzuki. It should be a great event. Following that is a Tri-State enduro, usually a short, rocky romp that was dry and a lot of fun last year. That's on the 19th, and Rhody is on the 12th.

The Central Vermont hare scrambles is on the fifth of July, although we have heard rumors that they were having trouble with the course because of all the winter ice-downs, so you might want to call the NETRA number to make sure it's happening. Also this month is the Greylock hare scrambles on the 12th, and the Belltown on the 26th. Look for the Berkshire Jr. Enduro on the fourth, and the Knox Jr. on the 25th. All dates and times can be confirmed by calling the NETRA number at (860)875-5757.

ECEA Events

The Rhody National on July 12th is also an ECEA event, so we'd expect most all of the ECEA regulars to be in attendance. On July 19th is the Foggy Mountain Breakdown Enduro in Blain, Pennsylvania, and this is an enduro you really should attend. We know, we know, it's a long ways off, and it can be a little tough by some standards, but the big plus is that it's a closed course enduro, meaning you don't need any kind of registration or license plate. All you need is a spark arrestor and you're golden. The other cool thing is that the minimum age is 16, rather than the customary 18, so the kids can join in if they can ride well enough. For more information on the Foggy Mountain call (717)270-9420. Finally, we also have the Crossforks Enduro, by the Brandywine Enduro Riders on the 26th. For information on the BER run, call (610)582-2357. There's a lot of riding going on, let's go do it! □

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)

P.O. Box 478
Ellington, CT 06029
(860)875-5757

East Coast Enduro Association (ECEA)

RD 4, Box 5671
Jonestown, PA 17038
(717)865-0601

Vermont Trail Riders Assc. (VETRA)

P.O. Box 136
South Pomfret, VT 05067
Pennsylvania Trail

Riders Association (PATRA)
Box 77

Thomasville, PA 17364
Racer Productions

(AMA GNCC Series)
Route 7, Box 459
Morgantown, WV 26505
(304)284-0084

Budds Creek MX/H.S.
(301)475-2000

AMA
P.O. Box 6114
Westerville, OH 43081
(614)891-2425

New York Trail Rider Alliance, NYTRA

New England-New York Coalition, NENYC

8 Komar Drive
Charlton, NY 12019
New Jersey Trails Conservancy (NJTC)

1799 Route 38
Mt. Holly, NJ 08060
District 6 Sports Assc.

P.O. Box 554
Lebanon, PA 17042
(717)272-6896

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5165 Thompson Mill Rd.
Lithonia, GA 30038

Blue Ribbon Coalition
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Pocatello, ID 83202
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THE REST of the WORLD

Cannondale gets Closer

The new four-stroke MX bike that bicycle manufacturer Cannondale has in prototype stage is getting closer to production, say sources inside of Cannondale Corporation. According to Cannondale's marketing director Pat Hus, the new bike will be manufactured in Pennsylvania, using a 400cc four-stroke engine made by Folan of Sweden. If you ask us, the engine might as well say "Husaberg" on it, leading us to make the probably dull-witted conclusion that Folan—which is owned by Volvo—also makes the engines for Husaberg. Cannondale is going straight for the throat of Yamaha's YZ400F, claiming their new bike will be lighter, have a lower seat height, and better performance than the Yamaha. "There's still a lot of work to do," said Hus, "but these guys feel very strongly that we've got something pretty incredible on our hands." The "guys" he's referring to are Mike Guerra, Maria Galasso, and Chris D'Aluisio of the R&D department. You might recognize Mike Guerra as the New Englander who shook up the World MX G.P. circuit back in the '70s, riding a KTM tuned by Al Zitta, now of Aldo's Harley in Bernardston, Mass. The bike is going to have an alloy frame, like the Honda CR, and...oh heck, just look at the picture of it. All we know is we can't wait for the opportunity to sling a leg over this beast.

KTM Releases 65

The newest cat out of the KTM bag this summer is the 65SX, the next step up in KTM's beginner class bikes. A few seasons back they started with the 50SX, a PeeWee 50 that took the pint-size racing world by storm, and now the 65 is set to do the same thing. Hung with a screamin' engine, a front disc brake, Paioli forks, and a look exactly the same as dad's bike, the 65SX is already turning heads and causing abdominal pains among the brass at Kawasaki,



local boy Mike Lafferty is leading the points chase in the '98 Acerbis/AMA National Enduro Series. The latest round we have specs on was the May 24th two-day ISDE Qualifier, which was also a National Enduro, although we're still not clear on how they score the two. Anyhow, Mike won it, with Doug Blackwell right on his tail. This latest event left Mike in the lead with 126 points so far this year, and Blackwell trailing in second with 87. Third place in the series is Jason Dahmers, who's been riding a Husaberg in the series, with 71 points, and then Randy Hawkins, with 65 points. The events are falling how and heavy these days, but so far it looks like Mikey's got a commanding lead, and we're hoping he takes it all the way once again.

Rats & Bones Ride

Other new and interesting news from the Ohio Qualifier is that ISDE star and NJ resident Chris Smith took third overall. What is so special about that, you might say; tell us when he wins the overall. Ah, but here's where the plot gets fancy. Chris, who's been known to ride many different bikes, including a TM, his

generic "Skull" bike, and most recently a Yamaha YZ400 (which he didn't appear to get along with), accepted a ride on a Honda XR250 through Scott Summers' company, Summers Racing Components.



who have enjoyed domination of the 60 class forever. The \$2798 mini is already kicking butt at the major races, and is certainly on the wish list of every ten-year old out there. Can an 80cc racer be next? We'd just about bet on it.

Lafferty in the Lead

Once again we're happy to report that

Riding what is essentially a stock-engined XR250 with suspension mods, Chris took third overall...and it was his first ride on the bike! The event featured constant rain, foot-deep ruts, and that fine old southern Ohio soil that everyone knows and loves (can you say "clay"?). It looks like Chris finally found his long-sought mount. Rumor has it he's trying to qualify for Australia on the bike, and intending to ride the new small four-stroke class. Good on 'im, we say!

Riding in Canada

Blair Sharpless and Company have announced that their Trail Tours and Dirt Bike School business has been transferred to a new owner, Steve Weykamp of Oakville, Ontario, Canada. Sharpless is a Six Day star and former Canadian National Enduro Champion. The company is known for offering one-day rides in the Ganaraska Forest, east of Toronto, and for teaching many new enthusiasts how to handle a dirt bike. Well, the company will continue under the new ownership, and if you want to learn more, contact them at (905)842-2444.

BSC will still be promoting dual sport/trail rides in the region, and they have seven rides on the calendar for '98. If you'd like to get on their mailing list, get in touch with them at (905)666-9734. Hey, if you're going to be traveling in Canada and want to sample the riding there, this could be the best way to go.

Roeseler Signature

Larry Roeseler has lent his name to a new line of suspension parts from Progressive Suspension. Coolest among them is a new replacement shock that is



available to fit a number of Big Four bikes, most prominently the XR Hondas and the DR-series Suzukis. The "420" shock features top notch aluminum alloy construction, externally adjustable rebound damping, special internal valving set up specifically for the bike it's going on, and a progressive-rate spring with a real cool granite paint finish. L.R.'s name is also on a line of fork and shock springs made to the high quality standards of Progressive Suspension, and they make good stuff. Ask for them at your dealer, or contact Progressive at (760)948-4012. □

MAIL ENTRY

A Sane Voice

Dear Mr. Clipper,
...There is no reason that proper off-road vehicle use cannot be allowed by the (Massachusetts) Department of Environmental Management. The Department has faced severe cutbacks...It seems that they are beginning to phase out the number of activities they have to regulate, and that off-road vehicles are only the first step. By limiting off-road vehicle use in Massachusetts, we do not give riders any incentive to remain licensed in this state, meaning riders like you will soon bring your ridership and money somewhere else. More valuable than money, however, is that the loss of these riders will also mean the loss of free upkeep and repair of many of the Commonwealth's parks and trails.

Marc R. Pacheco
State Senator

We have an idea...if the Commonwealth is feeling a funding pinch, why don't they do away with the DEM entirely, and turn the maintenance of the forest trails over to the user groups? Think of all the money saved, and all the hassles averted. It's always been a wonder to me that the moral minority in this country has always had the power to make and enforce their rules on everyone else. We appreciate your efforts, Marc, and will gladly support your re-election, but here's hoping they completely run out of money real soon.

New Enduro Fan

Dear Trail Rider,
I just wanted to send you a note to say how helpful and interesting your articles on timekeeping were last year, as well as all your other articles in Trail Rider.

I did my first enduro at the Rubber Cow, last year. I'm 33 years old, and have been racing hare scrambles for the past three years. I've enjoyed them and the total organization that NETRA provides. I was nervous about the timekeeping at the enduro, but everyone I talked to was very helpful and courteous. I was riding with two A riders and a B rider, as a C Bantam rider. I did my best to stay with them. It was so much fun I was laughing to myself. 60 miles of riding and not seeing the same trail twice! Awesome!

My next ride was at the Black and Blue, and now I know how it got its name! By the 10th check my score card looked like wet paper mache from my several crashes, and the checkers were having trouble finding a clean place to mark their scores.

After all the scores were posted, this guy Jeff Grant (C Four Stroke) said "Hey, I think you might have hi-pointed if your score sticks." Holy cow, he was right! I had a 53 and he had a 54. Boy, was I psyched! Hi-Point in the C class-I guess I'll keep my

KDX after all. Enduros are great, with a \$10 clock and my odometer I had the best ride of my life. Thanks, TR, keep it up!

George Diedrich
Montshire Trail Riders, VT

Trail Rider Jones

Dear Trail Rider,
Need Trail Rider.
Need Trail Rider bad.
Need Trail Rider soon.
Need Trail Rider real bad, real soon.
Jack Bailey
Nashville, TN

'98 Dream Team

Hey Clipper,
Here's my wish list for the 1998 ISDE Trophy Team:
Under-175cc 2-stroke:
Chris Smith-TM
Fred Hoess-Suzuki
Two hard chargers who have the guts and vision to go all the way.
175cc+ 2-stroke:
Mike Lafferty-KTM
Rodney Smith-Suzuki
Lafferty because he's good and fast, Smith because he's fast, a solid finisher, and has plenty of experience to share.

400cc Four Stroke:
Ty Davis-Kawasaki
Zip-Ty rocks in the 175cc class, so let's cut him loose in the 400 4-stroke class and see what he can do. If the bike stays together, you can count on a top five finish in the class.

Open Four Stroke:
Guy Cooper-Husaberg
Bring Coop back and ditch Summers. Sure, Scott is fast, but with his wrist-breaking endo in Tulsa and his first day DNF in Italy, you have to wonder about the wisdom of keeping a guy on the team who's only batting .500 in the past four years.

That's my two cents worth.
Jeff DeBell
Dorothysville, USA

Jeff, since Ty is riding Yamaha this year they could put him on the YZ400 and have an even better chance at a podium finish. Our personal opinion is that the Trophy team should be young and hungry, but Charlie's already written reams on that subject, so we'll let it rest. Because of contractual arrangements, expect to see the same trophy team again in Australia, '98.

Oh, Canada

Dear Trail Rider,
I just wanted to let you guys know what a great job you're doing. I have subscriptions to all those California mags as well, but you guys do a vastly superior job. Trail Rider takes the longest to reach me, but I always look forward to it the most. I am always spreading the word up here about your magazine. Every friend who picks it up off the kitchen table has a hard time putting it down!

You should mention more Canadian rides. I know, I know, nobody tells you about them. Well, the phone number for the Canadian Motorcycle Association is (905)522-5705. They can send you a schedule you can publish. Example: The Ontario Provincial Enduro Series is about 8 events, all relatively close to the border. Also, did you know the entire Canadian

National Enduro Series (three events) is held entirely in southern Ontario during the month of October! The same could be said for our hare scrambles series. We already get quite a few Yanks at our events, but I'm sure there would be more if they were aware of what was going on here. We sure love that Yankee \$\$!

Keep up the great work, and give Charlie a raise while you're at it!

Sean Wiesner
Ontario, Canada

Charlie's Box

Dear Trail Rider,
As a new subscriber, I really like the mag. But the TM250 test in the March '98 issue by Charlie Williams was the biggest disgusting use of dulling beaver's teeth to make pulpwood into paper to print this drivon on. But Ed's column and Last Over are great. I really like your magazine. It's the best magazine I've seen, of any type. Although Jody's Box in MXA is good.

Kevin Walker
Michigan

You read Jody's Box?

Welcome Back

Dear Sirs,
As a former subscriber to Trail Rider magazine, I want to tell you that I really enjoyed your publication. I quit riding for a few years, but now that my two sons (age 13 & 14) are riding, I've taken it up again too. I don't know what a year's subscription costs, so please bill me.

John Miller
Lavale, MD

Sorry, John, we don't do bills, although we really appreciate your kind comments. To subscribe to Trail Rider you have to send in a check, money order, or some other negotiable object with a value of \$18 U.S., and we'll hook you up. And welcome back!

Ransom Note

Dear Trail Rider,
A short note to accompany my annual ransom payment. Do you feature so many regional race reports because you want to be a regional publication, or because you don't have anything else to fill the pages? Not being a smart arse, a genuine question. Being from Washington state, I love hearing how the new YZ works on polished roots, but I am not so excited to see a 12-page spread on the NETRA awards banquet. I would like to see a "rancid shock oil changin' here's how you revolve for rocks-watch out for flying aluminum chips" in-depth feature every month.

MACE
Snohomish, WA

Listen, Mace, everything we run in the magazine is in here because we can't think of anything else to fill the pages. Seriously, the reason Trail Rider appears so regional is because it IS a regional publication. It was started about 170 years ago as the voice for the then-fledgling New England Trail Rider association, and since we acquired the magazine, about 40 years ago, we expanded it to cover the ECEA, mid-atlantic races, and the occasional National. But we'll see if we can generate some more stories about rancid shock oil, if that's what you're into. □



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JOHN:

HERE ARE THE RESULTS FOR CYCLE NEWS, AND THE PHOTO FOR OUR NEW OFF-ROAD AD. WE WON 3 OF 4 CHAMPIONSHIPS! AND THE TOP 3 AMERICANS AT '97 ISDE ON THE TROPHY TEAM WITH SMITH, DAVIS, HATCH. MAKE SURE YOU INCLUDE SHOTS OF TY, RODNEY, STEVE AND ENDURO CHAMP MIKE LAFFERTY.

THANKS
MIKE

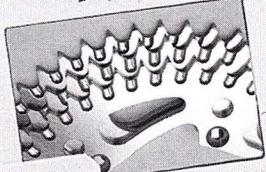


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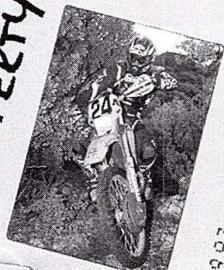
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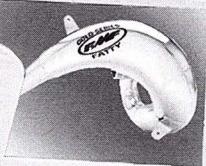


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OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 9 rounds)

1. Michael Lafferty (KTM), Millville, NJ
2. Matt Stavish (KTM), Blaine, MN
3. Ty Davis (Kaw), Hesperia, CA
4. Randy Hawkins (Yam), Travelers Rest, SC
5. Mike Monroe (Yam), Alabaster, AL
6. Craig Holasek (KTM), Anoka, MN
7. Kevin Hines (CRE), Weston, MA
8. Donnie Book (Kaw), Gypsum, CO
9. Scott Bright (Kaw), Greeley, CO
10. Forrest Tobin (KTM), Casper, WY

(205/6 wins)

(135)

(110/2 wins)

(109)

(67)

(63)

(59)

(47)

(45)

(44)

KAW ENGLAND

AMA NATIONAL CHAMPIONSHIP
HARE & HOUND SERIES
(After 7 of 7 rounds)

1. Ty Davis (Kaw), Hesperia, CA
2. Donnie Book (Kaw), Gypsum, CO
3. Nick Pearson (KTM), Pioche, NV
4. Dave Hamel (Kaw), Sparks, NV
5. Russell Pearson (KTM), Pioche, NV
6. Destry Abbott (KTM), Phoenix, AZ
7. Brian Brown (Kaw), Nampa, ID
8. Paul Krause (Kaw), Irvine, CA
9. Jeff Capt (Hon), Lakewood, CA
10. Jim Gray (KTM), Gunnison, CO

(150/6 wins)

(106)

(104)

(88)

(84)

(83)

(81)

(75)

(67)

(57)

GARRAHAN

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 9 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA
2. Steve Hatch (Suz), Ithaca, NY
3. Jason Dahmers (KTM), Redmond, WA
4. Paul Edmondson (Suz), Great Britain
5. Brian Garrahan (KTM), Boulder Creek, CA
6. Patrick Garrahan (KTM), Boulder Creek, CA
7. Scott Plessinger (KTM), Hamilton, OH
8. Aaron Sykes (Kaw), Colati, CA
9. Mike Sampson (Kaw), Brazil, IN
10. Randy Hawkins (Yam), Travelers Rest, SC

(172/2 wins)

(151/2 wins)

(130)

(103/2 wins)

(101)

(99)

(75)

(67)

(64)

(57/1 win)

P. EDMONDSON

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 13 of 13 rounds)

1. Scott Summers (Hon), Petersburg, KY
2. Steve Hatch (Suz), Ithaca, NY
3. Fred Andrews (Yam), Salem, OH
4. Rodney Smith (Suz), Oakley, CA
5. Scott Plessinger (KTM), Parkersburg, WV
6. Doug Blackwell (Yam), Redmond, WA
7. Jason Dahmers (KTM), Parkersburg, WV
8. Randy Hawkins (Yam), Travelers Rest, SC
9. Brian Keegan (Kaw), Washington, PA
10. Paul Edmondson (Suz), Great Britain

(152/3 wins)

(150/2 wins)

(143/1 win)

(134/3 wins)

(128/1 win)

(124)

(123)

(122)

(119/1 win)

(94/2 wins)

1997



R. PEARSON

BEAR VALLEY NATIONAL

Lafferty leads, but goes down the drain in the rain

By Paul Clipper

This was one of those race days you have nightmares about.

Mike Lafferty would definitely have nightmares about it. He led the race overall for three hours, only to lose it on the final lap. But whatever fate had in store for Mike that day, it was pretty much overshadowed by all that Mother Nature dished out.

Think about rain. Next, think about rain in early April, when there's not enough leaves on the trees to make it pretty outside, and not enough warmth in the air to make it comfortable yet. Now, take that thought and add real, driving, nasty pounding rain and blowing winds, and drop the temperature another ten degrees. Park on top of a bare hill on a re-claimed strip mine road, and you begin to get a hint of how heinous the weather was this day.

No, wait a minute; no you don't. There's no way you could tell how miserable it was unless you were there, and let me tell you, as bad as it might have been for the riders, it was even worse for us spectators. At least the riders had something to keep them warm. I arrived early in the morning, still thinking it was spring and not wearing enough clothes to keep me warm. I had thought about bringing a bike with me, and abandoned the idea at the last minute more out of laziness than the weather, because it was merely raining in Jersey when I left. Once I got a look around I was so happy to not have a bike with me. Now I only wished I didn't have a camera, either.



Mike Samson of Brazil, Indiana, charged through it all and put his TM into eighth overall.



The pack hits the course, during a short break in the pouring rain. It's a shame it was so nasty, the RORR club did such a good job on the track.



Mike Lafferty led all alone until the last lap, where he lost the final sprint to Blackwell.

As the van rocked in the wind, I looked out the window at a beautifully laid out grass track on the side of the hill. The course obviously wandered up into the woods farther up the hill above us, and also I could see some arrows down below, on the other side of the access road. That area down there, tight and rocky, was known as The Jungle, that much I knew. I also knew I was parked behind Matt Spigelmyer and across from the Lafferty family, and aside from that I had no idea who else was there.

I dug out a Gore Tex riding jacket and the only other sweatshirt I had with me, and put them both on. Might as well go out and walk around and see who's here.



Doug Blackwell hung back in second, watching and waiting, and took the lead when Lafferty pitted for fuel on the last lap. They diced back and forth, and Blackwell won.

In five minutes wandering within a 50-foot radius, I found Lindsay and Milt, Fred Hoess and the lovely Noelle, the entire Lafferty clan, and Pat and Brian Garrahan all the way out from California. They must be serious about this to brave this kind of slop. I found out what time the race started and scurried back to my steel box for shelter. This was really going to suck.

When it came time to start I dug out a big old umbrella I found in the back of the van, and squished down to the line. The rain had actually let up a bit, although the wind was working out big time. This was the first

national I'd been to this season, so I had no idea who was who, and the layout of the starting area left it near impossible to get in close. Within two turns, everybody in the first row was unrecognizable from the roosting, except for Mike Lafferty, who charged out into the lead right off the git-go. Good job, Mikey! I hooked up with Matt's girlfriend Rachael, who promised to hold the umbrella, and went off into the Jungle.

We were assisted in our hunt for good spectating by Rick Menapace, ad agency owner and photographer, today working for Cycle News and Dirt Rider.

The Jungle didn't look that bad. A small section we went to was tight and rocky, but not impassable. There was standing water in a swampy section, but the hard bottom was obvious, and the only folks having trouble would be those who can't pick lines. Sooner than we thought, we heard a bike coming, and here comes Lafferty, moving along steady but not killer fast, way out in front of everyone. He had at least minute lead on the rest of the pack, and it seemed like we saw his brothers, Richard and Jack, running well up front. Also in there was Kevin Bennett, chugging along on the XR250. There were a few other unrecognizable riders also, and looking back now I realize one of the was Doug Blackwell, currently leading the National Hare Scrambles series and giving Mike trouble in the National Enduro Series. One of the other riders was Brian Garrahan, and Duane Conner was up there, and also Pat Timothy from New England, running up front with the big boys.

We shot a few pictures in that spot, and then hustled back to Rick's Explorer, muddying it up thoroughly, and ran down to the opposite end of the course to catch the leaders again. We'd do this three or four more times before the day was though, and I hope Rick got all that coal mud out of his carpeting. On the far side it was quiet for a bit, and then here came Lafferty again, still way out front. The RORR club had a nasty little stream crossing that Lafferty just powered through, and so did the rest of the leaders, still a minute back. The later riders started strug-



The one good part about the frequent dunkings on the course was that it managed to wash the mud off your bike, as this unidentified Kawasaki rider demonstrates in a stream crossing.

gling with it, and after just one lap was completed the whole area was a quagmire.

Did we mention it was raining?

It went on like this for four laps. Mike led, the rest were behind him, and until he started seriously getting into lappers he stayed clean. It was hard to tell the rest apart. Fred Hoess, riding in the A250m class, was run-

ning well up front, looking strong as usual. Richard Lafferty had trouble and dropped out. Jack Lafferty Jr. broke a chain on his Husaberg and had to fix it, losing a lap in the process. Rick Claxton from New England was up there, running steady every lap, and so was Luke McNeil and Nathan Kanney. Mike Arendasky from WER was also roosting by every lap, looking fairly comfortable. It seemed like the New England boys were the only ones who weren't really fazed by the weather. Typical spring conditions, eh?

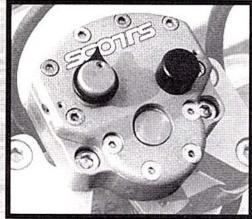
On the fifth and final lap, things started cooking. Lafferty, who had been leading the entire race, had slowed down his pace, since he had no one to key off of. In the rain and confusion, his pit crew wasn't keeping track of who was in second and signaling him, so he had no way of knowing that Doug Blackwell had been sneaking up on him through the past couple of laps, and had gone through the barrels on the white flag lap just a few seconds behind him. Mike roosted through the grass track and then stopped at his pit at the far end to get a splash of gas and new goggles, and was horrified to watch Blackwell slither past as he unscrewed his gas cap.

"My crew didn't even see him go by, so they were like "Whatta ya mean? What's going on?" when I started freaking out and rushing them. I knew I could catch Blackwell," he said, "but I didn't know if I could get out ahead of him again. I had been riding so long at my own pace that now having to

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Brian Garrahan kept it upright and pointed towards the front all day, and finished third overall.

race felt really bad, you know?"

Mike had made the classic hare scrambles mistake. He jetted out front, had no one to key off of, and spent the whole race leading blind while everybody regrouped behind him. Thankfully, the weather was so bad that there wasn't a whole pack of riders

Bear Valley National Class Results	
Doug Blackwell	Yam
Overall Champion	
Top 10	
1. Doug Blackwell	Yam
2. Mike Lafferty	KTM
3. Brian Garrahan	KTM
4. Duane Conner	Gas-Gas
5. Patrick Timothy	Kaw
6. Pat Garrahan	KTM
7. Fred Hoess	Suz
8. Mike Samson	TM
9. Bill Atkinson	KTM
10. Blair Bersano	Kaw
A 200	
1. Nathan Kanney	Suz
2. Luke McNeil	Yam
3. Brett Costello	Yam
4. Michael Sigety	Hus
5. Drew Smith	KTM
A 250	
1. Fred Hoess	Suz
2. Bill Atkinson	KTM
3. John Bennett	Yam
A Open	
1. Ron Palermo	KTM
2. Donny Lingle	KTM
3. Dan Salomone	KTM
4. Mark Hummel	Hon
5. Dave Gunn	Hon
A Four Stroke	
1. Rick Kinklaar	Suz
2. Don Bohn	KTM
3. Joey Wallace	Hon
4. Steve Chapkovich	Suz
5. Mike McHale	Yam
B 200	
1. Lewis Robbins	Kaw
2. Brian Wozniak	Hon
3. Jeffrey Johns	Hon
4. Dan Murray	Kaw
5. Dan Collins	KTM
B 250	
1. Jeff Claxton	CRE
2. Robert Kirchner	Suz
3. Robert Carlson	Suz
4. Jeff Kirchner	KTM
5. Ken Long	Hon
A Senior	
1. James Gunselman	Yam
2. Steve Hashman	Suz
3. Jerry Lynn	Yam
4. Robert White	CRE
B Open	
1. Sam Deninno	Hon
2. Joseph Scarfi	KTM
3. Steve Ostergard	Kaw
4. James Bowen	Hon
5. Darren Daniel	Hon
Women	
1. Dawn Shayer	Kaw
B Veteran	
1. Mike Jenkins	Suz
2. Steve Bowman	Hon
3. Russell Bain	Hon
4. Clark Munger	Suz
5. Doug Welch	Yam
B Senior	
1. Chris Fahan	Hon
2. James Devlin	Hon
3. Dale Stone	KTM
4. Kerry Koeller	KTM
5. Ricky Gutshall	Kaw
B Super Senior	
1. Burd Guers	KTM
2. Ken Ettinger	KTM
3. Jack Schwarz	Yam
4. James Schmitz	Suz

B Four Stroke	
1. Stacey Clark	Yam
2. Chris Crull	Hon
3. William Reiss	Suz
4. Rob Hertz	Yam
5. Dave Collins	Hon
B Veteran	
1. Mike Jenkins	Suz
2. Steve Bowman	Hon
3. Russell Bain	Hon
4. Clark Munger	Suz
5. Doug Welch	Yam
B Senior	
1. Chris Fahan	Hon
2. James Devlin	Hon
3. Dale Stone	KTM
4. Kerry Koeller	KTM
5. Ricky Gutshall	Kaw
B Super Senior	
1. Burd Guers	KTM
2. Ken Ettinger	KTM
3. Jack Schwarz	Yam
4. James Schmitz	Suz

behind him waiting to eat his lunch, but Blackwell was enough. As luck would have it, by this time I was sitting in my own van again, trying to figure out how to take photos without going outside, and wishing I had a wood-burning stove in it. I watched Lafferty stop, and sure enough there went Blackwell. He took off after about 30 seconds, and reeled Blackwell back in, and there began a battle that lasted the whole last lap. Mike caught Doug, Mike fell down. Doug took off, Mike caught up.

In the end, Blackwell got past right before the grass track, and managed to stick Mike behind a couple of lappers, and pulled 30 seconds on him by the time he reached the barrels. Lafferty clocked in second overall,

followed by Brian Garrahan (KTM), Duane Conner (Gas-Gas), Pat Timothy (Kaw), Pat Garrahan (KTM), Hoess (Suz), Mike Samson (TM), Bill Atkinson (KTM), and Blair Bersano (Kaw). Arendasky finished 14th overall, Kanney, McNeil, and Claxton finished 16th, 17th, and 18th, and Kevin Bennett finished 19th overall.

And the rain poured down, and that was enough. I climbed into my van, shook off all the wet clothes and left. The Reading Off-Road Riders did a great job with the course, most of the AA guys really liked it, but the rain sucked and there's no way around that. Here's hoping they get better weather next year. □

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Pine Hill Enduro

Rich Lafferty rules at the CJCR family run

By Mark Uth

New Lisbon, NJ 5/3

Rich Lafferty capitalized on series points leader Fred Hoess's weekend off and some good fortune to take home the Pine Hill Enduro overall prize and reclaim the lead in the ECEA enduro series points battle. In a race characterized as a timekeeper, a whopping eight emergency checks were used to keep riders off balance. Piloting a Bromley Suzuki/KTM sponsored KTM 250EXC, Lafferty managed to double zero (zero points/emergency points) four, count 'em, four, of the day's E-checks, bringing home the victory with a one point card (1/113). Afterward, Richard was all smiles as he pondered his ride and the day's outcome. "My Bromley KTM has been really cooking, benefiting from performance and setup tricks learned from Mike." (KTM factory-sponsored National Enduro Champ and brother Mike Lafferty). "I felt good all day, and really worked hard at hitting the E-checks just right." No doubt the right formula here. The fortunes of war weighed heavily in the outcome, as a number of riders vied for the win right up to the results being finalized. The reluctant disqualification of a points-taking check (#4) from the morning loop served to shuffle the deck in Lafferty's favor, the final card for a winning hand.

Not surprisingly, in near all contests, seconds separated winning from "also ran" status. Lafferty's main competition on the day came from an unexpected source, however. Senior class rider and former ECEA hot-shoe Bruce Dengler had an amazing day, finishing second overall by mere seconds, but not quite able to grab the brass ring. The luckless Dengler missed zeroing the entire course and the overall trophy by a mere second, that's one, uno, coming in with a 1/31 at check #7, the day's final points taking check. When the dust settled however, the Suzuki mounted Dengler still turned in the day's second best ride, managing a 1/129 score and earning the High Point A prize for his trouble. Hats off to him.

Another KTM rider, AA-ranked Bill Atkinson, didn't get the flips on the day either, finishing two points down (2/130) for third overall seeding and first place AA honors. XR400 pilot Bob Bennett had his own sad story to tell. Continuing his series rampage, Bennett turned in a two point card as well (2/160), missing the overall in spite of scoring the day's best times at check #3 and the ill-fated #4. His fourth overall finish earned him runner-up status to the HPA and first place honors in the hotly contested A Four-Stroke class. Rounding out the top five was A Open class hammer Frank Vanaman, who pushed his KTM 300 to the best three point card on the



Richard Lafferty paid close attention to the emergency checks, and watching the seconds paid off with the overall win.



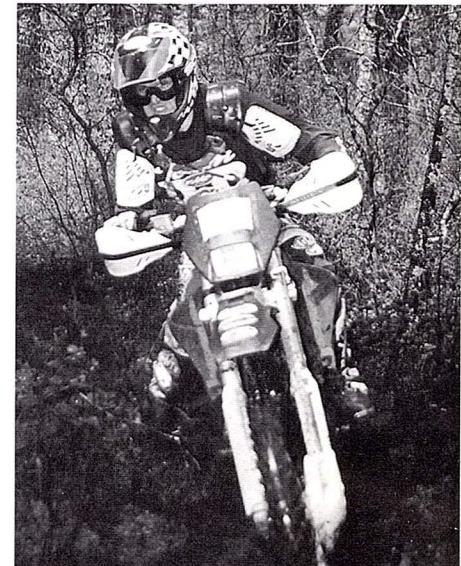
ECEA president Mike Vanovich entertained the photographer by playing lawn dart in the two bad mudholes of the day.

day (3/136) and the class win.

The day's weather was not to play a role in the outcome, although it no doubt contributed to a land rush turn out. Near 400 riders entered the event, graced with seasonal temperatures that rose into the mid 70s under partly sunny skies. Occasional overcast at times threatened showers, although none were ever delivered. High humidity did however make things a bit sticky. Run from the Pakim Pond Recreation Area in New Jersey's Lebanon State Forest, the Pine Hill course meandered through characteristic pinelands.

Sections varied among open deciduous hardwood forest, transition stands of oak and pitch pine and fields of unforgiving pucker brush (scrub oak). Trail consisted of two track connectors, fast plow lines and tight single track trail with an occasional water obstacle (read: mudhole), but no real stoppers. Club trail boss Bob Agonis had scripted a two-loop course with gas available located back at the campground. Some 75 ground miles were covered during the day, near evenly split between morning and afternoon loops.

An unusual nine o'clock keytime benefited the sleep impaired or any last minute wannabes. Departure from the start control could have scorched any of those still



Mike McHale winces under the acceleration of his big YZ400...or maybe he just got his foot stuck in a rut. Mike finished 6th overall, second A Four Stroke.

sleepy headed, as check #1, found at the obligatory 3.0 mile mark, was the first of eight emergency checks to follow, a timekeeper after easy trail and connector sections run at 12 and 15 MPH. For those on the ball, it was no trouble zeroing this wake up check, top riders easily minimizing E-points loss coming in right on 30. Connectors and neat trail sections run at frustratingly slow speeds were used for the next 20 miles. Eventually, a check-in to a genuine special test was encountered at mile 22.2, marking the start of an eight and a half mile test of single track trail through mostly open timberland. Run at an 18 MPH speed average, back-to-back points-taking checks were located within (check nos. three and four). At the first, check #3, a trio of riders carded zeros, lead by Honda rider Bob Bennett's 0/09 tally. Rich Lafferty came in a few seconds later with a 0/17, followed by Dengler's 0/22. A score of rid-



Tom Napier paddles through a sand rut, on his way to a fourth in the A Open class.



Todd Topham gets the hero award for winning the A 250 class after two major surgeries and a bout with Lyme disease in the past year.

ers trailed with at a single point down, lead by the 1/35 of Atkinson, a 1/39 turned in by CR250 pilot Todd Topham, Mike McHale's 1/40, Craig Cossaboon's 1/42 and a 1/43 carded by Vet class competitor John Walter. With no respite afterward, riders thundered on to the final check-out located some five miles later. Unfortunately somewhere in between, a number of riders managed to veer off the course and get lost, leading to the eventual disqualification of that check. Scores varied wildly at the check-out, a testimony to the course/rider problems that justified the toss. Afterward, connectors were used to get riders back to the start for the midday break.

The p.m. loop began with the obligatory time keeping check located just out of the campground, testing riders' departure from the gas. Again, this was easily zeroed, even double zeroed by riders on the bubble. Soon thereafter the course dove into sev-

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Pine Hill Enduro	1. Frank Vanaman	KTM 3	4. Pete Parlett	Hon 7	3. Mike Graham	Hon 8	
Class Results	2. Dean Spencer	KTM 4	5. Dave Verdetto	KTM 7	4. Tom Blaszczyk	KTM 11	
Grand Champion	3. Keith Mahon	Hon 6	Masters		5. Ray Strohem	KTM 11	
Richard Lafferty	KTM 1	4. Tom Napier	1. Dan Van Driel	TM 13	B Four Stroke		
High Point A	Suz 1	5. James Landvater	2. Ed Baker	Kaw 18	1. Rob Comber	Yam 6	
Bruce Dengler		A Four Stroke	3. Robert Hoover	Hon 24	2. Kevin Plummer	Kaw 8	
High Point B		1. Bob Bennett	B125		3. Chris Schultz	Hon 8	
Dan Stroppi Jr.	Yam 4	2. Mike McHale	Hon 2	1. Steve Brown	Suz 5	4. Charles Sullivan	Hon 9
A125		3. Steve Larkin	Yam 3	2. Mario DePalma	Suz 6	5. Stephen Seip	Hon 9
1. John Roeske	Kaw 3	4. Craig Cossaboon	Yam 3	3. Ron DeCaro	Yam 6	B Veteran	
2. Pat Emmons	Yam 4	5. Joe Wallace	Hon 5	4. Aaron Kalisher	Gas 7	1. Wade Johnston	Suz 4
3. Dean Spencer	Yam 5	A Veteran		5. Eric Hannah	Hon 7	2. Mike Huckleston	Kaw 5
4. Greg Davies	Yam 5	1. Mike Beeler	Yam 3	B200		3. Steve Bromley	KTM 5
5. Ed McGall	Yam 5	2. John Walter	Suz 3	1. Craig Gaver	KTM 5	4. Dan Polak	Kaw 6
A200		3. James Gunselman	Yam 3	2. George Mamounis	KTM 5	5. Anthony Sutton	Kaw 6
1. Troy Coopersmith	Kaw 4	4. Dave Maco	Suz 5	3. Dave Nash	Kaw 5	B Senior	
2. Rob Kirkpatrick	KTM 5	5. Rob Morris	Suz 5	4. Bill Hess	Kaw 6	1. Eric Hartem	Hon 5
3. Chris Garber	KTM 5	A Senior		5. George Potts	Kaw 6	2. Jack Lewis	Hon 5
4. Todd Lockard	Kaw 5	1. A. Tomasello	Yam 3	B250		3. Dan Compton	KTM 6
5. Joe Tavani	Kaw 5	2. Dave Barlow	Yam 4	1. Jeff Hedge	Suz 5	4. Brent Bush	Kaw 7
A250		3. Cliff Tenney	KTM 5	2. Bill Bilbert	Yam 5	5. Dave Van Pelt	Kaw 8
1. Todd Topham	Hon 3	4. Kevin Kuenzner	Kaw 5	3. Jeff Brown	Kaw 5	B Super Senior	
2. Rob Aldakimov	Yam 3	5. Bill Atherholt	Suz 6	4. John Shukovsky	Kaw 6	1. Roy Howard	Suz 7
3. Dan Sharpless	Yam 3	A Super Senior		5. Mike Tavania	Kaw 6	2. John Lurtzema	KTM 8
4. Jamie Wright	Yam 3	1. Rich Tompkins	TM 6	B Open		3. Lewis Newman	Kaw 11
5. Mark Malszalek	unk 3	2. Farrell Lord	Kaw 6	1. Mike Sharp	KTM 5	4. Steve Hyde	Hon 11
A Open		3. Jack Lafferty Sr.	KTM 7	2. Rod White	KTM 5	5. Craig Morris	unk 11

eral miles of tight trail that could have easily taken points, except for the toadly 12 and 15 MPH speed averages. Eventually, speeds were bumped to 21 MPH, signaling the start of the afternoon's special test. A four and a half mile section of tricky single track started at 21 MPH, dropping to 18 MPH less than halfway through. The section was a strange piece of trail, tight but not ignorant, fast but not smooth, one that seemed to defy rhythm, thus driving riders off the pace. Add to that, located a half mile or so from the check-out was a substantial mudhole whose burgeoning ruts

managed to trap more than a few unwary riders, especially those on later rows.

The section turned out to be the only test on the day to take points from all, although this was nearly not the case. At the check-out, check #7, Bruce Dengler smoked in to card a section best 1/31 score, missing zeroing the section by a single emergency point. Front runners Lafferty and Atkinson were the only other riders to drop one through the piece, Richard getting the edge 1/55 to 1/77. Several other top riders just missed ones, including Mark Malszalek (2/93), McHale (2/97) and Bennett



Rob Aldakimov, a.k.a. "The Flyin' Hawaiian," brought glory to himself and the Meteor M.C. by finishing ninth overall and second A 250.

(2/98). From there it was connectors back to the known control, except for a final time keeping check located a minimal distance from the KC. As has often been the practice of CJCR trail bosses, this check fooled few, but did catch many early in their minute, bolstering E-points tallies.

With that, cards were collected, results

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finalized; Rich Lafferty emerging as Grand Champion on the merit of his 1/113 score. Dengler, a long time ECEA competitor who challenged for the ECEA championship in the 80s, and father of pro-motocrosser Joel Dengler, had one of those days. At least his 1/129 card earned him High Point A honors, while a steady Bill Atkinson (2/130) filled out the podium. Bob Bennett (2/160) and Frank Vanaman (3/136) rounded out the top five overall, the fourth and fifth seeds, respectively.

New thumper pilot Mike McHale had a bountiful day, piloting his Yamaha 400 to a sixth overall finish on the merit of a 3/158 card, while Veteran class competitor Mike Beeler took the seventh overall seed with a 3/176. A notable finisher, Todd Topham earned top honors in the A250 class and eighth overall with a 3/195 score. Todd was back racing after a near five year hiatus. In the interim, Todd's kept busy with a recent kidney transplant (less than six months ago), knee surgery and subsequent bout with Lyme's Disease. Just call him "Lucky." In all seriousness though, kudos to Todd for his determination to continue racing at the highest of levels and best of luck to him. Another Yamaha 400, ridden by Rob Aldakimov, finished with a 3/211 for ninth overall while a YZ250 mounted Dan Sharpless rounded out the top ten putting up a 3/218 score.

In B class action, YZ125 pilot Dan Stoppi Jr. earned the High Point B trophy with a 4/350 card. The only other four point card tallied within the B class was turned in by Vet class competitor Wade Johnston, runner-up to the HPB. The Masters class winner was Dan Van Driel who dropped 13 on the day.

If you noted another Lafferty missing from the results, it was because Jack Lafferty Jr. blew up his 'Berg 400 early in the race and DNFed with a failed crank bearing. Special mention goes to ECEA president Mike Vanovich. We're not sure how he finished, however, his antics found him parted from his KTM and taking soil samples every time a camera lens was pointed at him. Nice show, lad!

As usual, the Central Jersey guys had a substantial spread of contingencies and trophies to be handed out. Virtually no one (other than the High Point C) went unrewarded. Bob Agonis (a.k.a. Riff Raff) reported a minor injury to VFT member Eric Corbin, who sustained broken ribs in an a.m. section crash. Initially the injury seemed more serious, however this was mostly dictated by precautions of those on the scene. We've subsequently heard he's fine and doing well. From a macro view point, the Pine Hill event reverted to its more traditional (read: easier) format this year, no doubt welcomed by the scores of novice entrants. It was a simpler, easier ride in contrast to the unrelenting format of events over the past two years. The only complaint heard (if any) were with respect to the miles of fine trail run at frustrating low (12 & 15 MPH) speed averages. Ugh!

Editor's note: No "C" class scores at all were supplied to this magazine when we requested results for this event, and that is the reason why no "C" class results appear. We regret the omission, but we can only work with what the club provides us.



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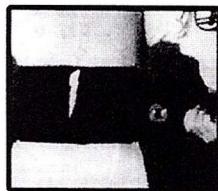
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KTM Dual Sports

Two days of street/trail fun on KTM's best

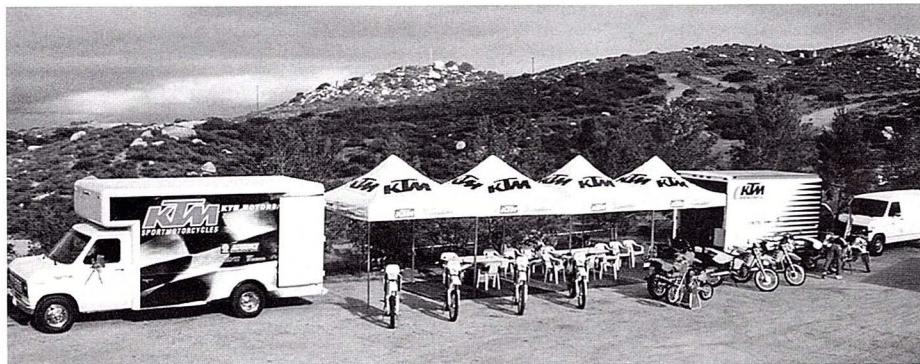
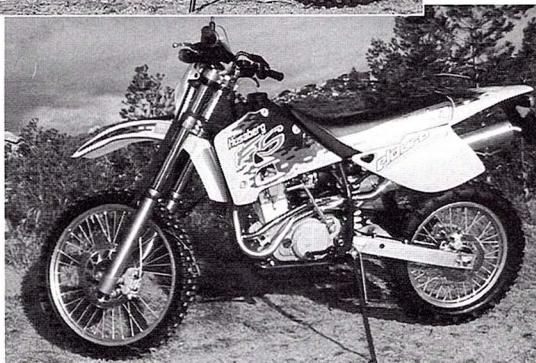
Early this spring, KTM invited members of the press out to their secret motocross compound in the back country of southern California for an introduction of their 1998 dual sport offerings. This included the 400cc and 620cc LC4 R/XCe models, their

idle dusty on the bikes. Unfortunately, it didn't last. We apparently dragged out our own weather with us, and on the evening of the second day we watched floods and driving rain slam down on the coast 70 miles away and slowly make its way toward our riding camp. By the middle of the second day it was black and rainy out, and by the end of the day we were in the process of getting drowned. The sad part is that it came too late to kill the dust on our scheduled trail ride that day, and once it did come down it was too intense to make play riding much



new Rally Adventure LC4 620, and, since KTM Sportmotorcycle owns Husaberg, the Husaberg FS600 Dual Elduro.

At the time, it sounded wonderful. We were suffering through the most miserable winter/spring transition this writer's seen in a long time. No snow, now real winter weather to play in, just cold, raw, rain, day after day. Three days in the San Diego area sounded prime to us, so we packed up and jumped on a plane to the sunny south. For the first two days it really was like a tropical dream come true. Bright sun, blue skies, joggers plying the waterfront in the city, smiling, friendly homeless people shaking you down for spare change at every street corner. Compared to South Jersey, it was gorgeous, if not a lit-



The stable and the steeds. Jack Penton shows off the RXC620, with all the new machines lined up at KTM's secret compound. Does this look like a fun weekend? You'd better believe it!

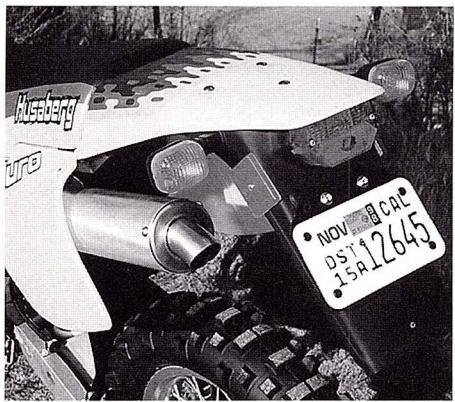
fun...as well as making photography darn near impossible.

But oh well, it was fun while it lasted. Since then we've been sitting here in the rain in Jersey again, so nothing's really changed. While we were there we had a chance to reacquaint ourselves with the electric-start R/XCe machines, and also try out the new Husaberg dual sport, while getting a sneak preview of the Rally Adventure and the new 65SX mini bike.

The way the program went was this: We arrived a day early, and went out scouting and arrowing the ride that was going to happen for the next two days, along with Scot Harden and Jack Penton of KTM. On this first day we got to ride the 620 R/XCe. The next day was the formal presentation to the press, and on that day we split our time between the 400 R/XCe and the Husaberg 600. It worked out well that way, since in the past we've spent over a year riding around on an R/XC 400 out here, as well as spent all of last year riding a Husaberg 400, so we're already somewhat familiar with those bikes. The dual sports are naturally different, though, and here they are in the order we rode them:

KTM LC4 620 R/XCe

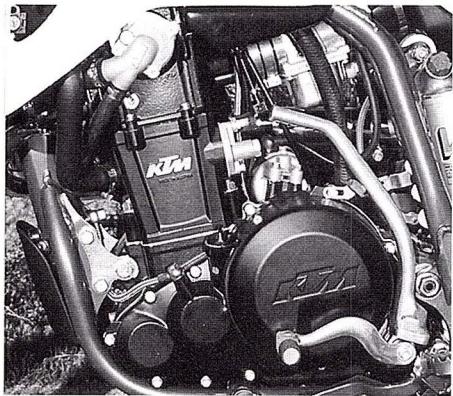
The model designation keeps getting longer for the R/XC bikes, in this case the little added "e" stands for electric start, something very dear to folks who don't like to kick four-strokes. In actuality, the KTM R/XC machines were very easy starters when they came stock with Dell'Orto carbs, but for the latest R/XCs the Qwiksilver carb comes standard. This



Wolf in sheep's clothing. Yes, it's legal, but yes, it's still a Husaberg.

was necessary because the Qwiksilver tests out leaner than any other carb known to man, on an emission test, and since the R/XC is a federally regulated road bike, essentially, it has to run extremely lean to pass the tests. Lean, however, usually means hard to start, and that's why just about all of the dual sport bikes out now are now coming with electric starters. Twenty seconds of button pressing would work out to about five minutes of painful kicking in the real world, so if it takes a little longer on the button, who cares how lean the carb might be?

Actually, the Qwiksilver carb is a great thing, and hopefully the manufacturers will continue to develop it and make it suitable for racing bikes. Why? Because it's a single-circuit carb and extremely efficient. Did you know that on a regular carb the pilot or low-speed circuit is completely unregulated once the throttle is open, and nothing keeps it from dumping an undeter-



KTM has refined the LC4 engine down to a really fine, dependable machine. Change the oil religiously and it will last forever.

mined amount of fuel into the carb throat while you're riding? You can't regulate this, which is one reason why most two strokes are very difficult to jet in the midrange. The Qwiksilver uses one needle in one jet orifice to regulate all of the fuel flow going through the carb. Imagine if you could set your two-stroke up so that you could regulate every last drop of fuel perfectly. Do you have any idea what kind of fuel mileage you could get? It would be significant.

At any rate, to start the R/XC you pull on the "choke" lever, hit the button, and

sometimes the R/XC starts and idles roughly, and sometimes it doesn't start right away. So you then shut the choke off and hit the button again, and it usually roars to life. The idle might be rough, since there isn't a higher-speed choke circuit happening, but it smoothes out after a minute and idles fine. The new Qwiksilvers also have a remote idle adjustment knob, so if it doesn't idle fast enough for your liking it's a simple matter to reach down and give it a twist. Once the engine is hot, all you need do is hit the button and it starts right up. The same goes for kickstarting, except you use your leg instead of your thumb.

As soon as you get it warmed up and start riding, you can note right away why everybody seems to like the 620 R/XC.

The power delivery is seamless, flawless, and perfectly four-stroke. It pulls from zero on up to the moon without a dab, and you just know you can do anything you want with this motor. If there's such a thing as perfect power output, this is it.

The other thing is the chassis. KTM has been building four-strokes long enough, and using the same suspension components on them for so long, that they've actually got the fork and shock valving figured out. We like to criticize suspension, and point out that you need to revalue this and revalue that, but in the case of the KTM dual sports, these bikes are set. The WP 4681BA forks feel just fine on the rough roads and two-tracks, and you can tell they've been carefully dialed in over

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Randy Hawkins

the years. If you have a need to adjust rebound or compression damping, controls are available on both the forks and the shock, and the spring rates seemed perfect for our 190 pound girth.

The only thing we'll warn you about is our past experience with WP's set-up. What happens is these forks are built in Holland, then shipped to KTM in Austria, where the bikes are assembled. KTM simply takes the forks out of the crate and bolts them to a bike frame, and you can hardly blame them for that, because what they buy from Holland is a set of finished, prepared forks. Or so they think. Our own examinations over the years have failed yet to find a pair of WP forks set up correctly out of the box. What we usually see is widely varying fork oil levels; like one fork leg has an oil level of 200mm while the other has a level of 90mm, where the correct level is 125mm. By our own experience, the oil level in every set of forks in every new bike is worth checking before you ever ride the bike, but in WP forks it's absolutely necessary. By the same token, if you ride your new WP rear shock equipped bike, and the shock feels weird, we'll bet that shock has an air bubble in it. However, we haven't found WP shocks to be as sketchy as the set up on WP forks.

By the same token, you should make sure the damping clickers on both the forks and shock of every bike are set at whatever they recommend as a starting



The latest beast in the KTM four-stroke menagerie is the Rally Adventure, a cool road/dirt road Dakar Rally replica complete with electronic road book and Pro-Taper-style bars. It uses the 620 "e" engine.



setting, since there's no guarantee that anybody bothered to set the clickers correctly, from the factory on down the food chain.

With that little rant out of the way, let us reiterate that the suspensions on our test KTM's were excellent; set up properly. Likewise the frame geometry seems perfect for these bikes. The handling is neutral, solid and sure-footed, and you need do nothing weird to get the R/XC down a trail or up the road. Just sit on it, point it and go. Real confidence inspiring.

While all this smooth riding and good handling is going on, you can forget what kind of a bike you're riding, and start trying to toss it around. This is not a good thing.

No matter how well the R/XC works, you have to remember you're perched on top of an electric-start four-stroke street legal dual sport bike, and what that all translates out to is weight. The R/XC e, whether it's a 400 or 620, weighs in at 306 pounds dry, at the brochure. Your actual weight may vary, and once it's all wet it's going to weigh at least 20 pounds more than that. So you're now trying to flick around a 325-pound plus dirt bike, and there's a little thing called inertia that is going to give you problems if you try this. Basically, once the R/XC is going straight it wants to continue to go straight, and when you want to change the direction of 325 pounds of mass you have to do it with a little respect. It's the same with all dual sport bikes, and many weigh even more than the R/XC, so if you have experience with these things you know what we mean. Save the "flicking around" for your 230 pound two-stroke, and ride the big four-strokes with a calmer attitude.

All the little pieces of the R/XC are first rate, from the left handlebar multi-switch to the LC4 engine itself. The fit and finish of everything is impeccable, possibly even better than KTM's two-stroke cousins. We've also been impressed with the reliability of the LC4 620s and 400s that we've come in contact with over the years. They seem to need little maintenance, not even so much as spark plugs, and are tight, smooth running machines. All we'd suggest is to change the oil at the specified

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intervals or sooner, and go on out riding.

KTM LC4 400 R/XC e

The 400 R/XC e is exactly the same as the 620, with 220cc less engine displacement. The weight is the same, the instrumentation is identical, it is an exact copy with a smaller engine.

This can be good or bad, depending on what you want. Especially with stock gearing, the 400 is very casual in the way it makes things happen. In other words, that 220cc is a lot, and where the 620 is a torquey, wheel spinning ball of fun, the 400 is plodding, and basically slow. It is over-greased to the moon, and if you drop the equivalent of two teeth on the countershaft sprocket it gets much perkier.

Because of less rotating mass in the engine, the 400 feels somewhat lighter and easier to control, even though the bike is exactly the same weight as the 620. The trouble with this is that the lighter feel makes you think the 400 would be fun to take onto even more challenging trails, and then when you do the lack of grunt usually gets you into trouble. Do yourself a favor and lower the overall gearing, and the 400 is a lot more fun to ride.

Husaberg FS600 Dual Enduro

Suzuki started the dual sport craze eight years ago, with the DR350S and the phrase "barely street legal." Everybody else has followed suit, trying to make the best "barely street legal" dual sport bike. However, nobody has really gotten it as right as Husaberg. With the help of some Austrian engineers, the Husaberg folks slapped a Qwicksilver carb on one of their

SPECIFICATIONS

	KTM 400LC4 RXCe	KTM 620 LC4 RXCe	Husaberg FES600E
Engine Type:	Liquid-cooled 4 Stroke	Liquid-cooled 4 Stroke	Liquid-cooled 4 Stroke
Displacement:	398cc	608.6cc	595.1cc
Bore/Stroke:	89 X 64mm	101 X 76mm	95 X 84mm
Transmission:	Five-speed WR	Five-Speed WR	Six-Speed WR
Gearing:	16/45	16/40	15/40
Chain:	520 O-ring	520 O-ring	520 O-ring
Tank Capacity:	11 liters (3.0 gal.)	11 liters (3.0 gal.)	8.3 liters (2.25 gal.)
Carburetion:	Qwicksilver II 36mm	Qwicksilver II 38mm	Qwicksilver II 38mm
Ignition:	Kokusan Digital 200w	Kokusan Digital 200w	SEM CDI 140w
Forks:	WP 4057 Inverted	WP 4057 Inverted	WP 5060 Extreme
Suspension Travel:	11.0 in.	11.0 in.	11.0 in.
Front Brake:	11.8 in. disc	11.8 in. disc	10.2 in. disc
Front Tire:	Bridgestone 54 ED 661	Bridgestone 54 ED 661	Michelin Enduro Comp III
Rear Suspension:	WP 4681 BA	WP 4681 BA	WP BA 14
Suspension Travel:	11.4 in.	11.4 in.	12.75 in.
Rear Brake:	8.65 in. disc	8.65 in. disc	8.65 in. disc
Rear Tire:	Bridgestone 70 ED 660	Bridgestone 70 ED 660	Michelin Enduro Comp III
Seat Height:	35.3 in.	35.3 in.	37.4 in.
Wheelbase:	59.0 in.	59.0 in.	58.7 in.
Ground Clearance:	13.0 in.	13.0 in.	15.0 in.
Claimed Dry Weight:	306 lbs (dry)	306 lbs. (dry)	257.2 lbs. (dry)
Suggested Retail Price:	\$6298	\$6598	\$9198

enduro machines and hey presto! It's a dual sport bike.

If the Suzuki DR350S was barely street legal, this Husaberg is a moving violation waiting to happen. It has all the required parts, passed all the required tests, but the fact remains that this is a Husaberg race bike with turn signals on it. Aside from the minimal parts necessary to pass muster, absolutely no concessions have been made to make this bike politically correct. It has no finesse, no manners, no soft and fuzzy edges and demands no snivelers. It is a full-on Husaberg just barely in sheep's clothing, and consequently it is an absolute ball to ride.

How much more do we have to say? The FS600 uses a single-cylinder, liquid-cooled 595cc Husaberg engine with a counterbalancer to kill some of the vibration and add some flywheel effect. It has an auto decompression system to make it easier to start, and an electric starter to make starting simple. That big piston stirs a transmission with six forward gears, and there's a gorgeous polished stainless steel two-into-one exhaust pipe coming out of the front. The engine puts out plenty of bottom end power, and has a midrange and top end hit that will make you shiver and get weak in the knees. You can easily spin the rear wheel on a paved road in any of the lower

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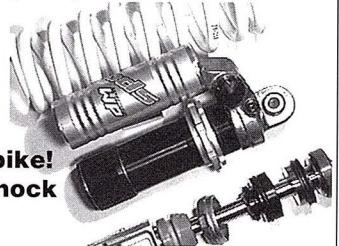


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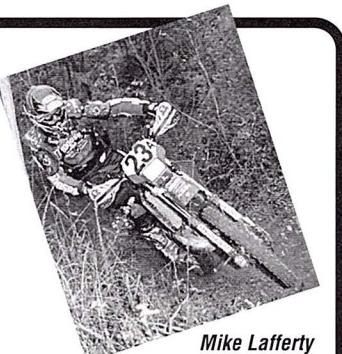
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Tom Norton

gears, and wheelie in the top gears. Riding this engine is an expert's joy, and likely to annoy or scare the pants off a novice.

For suspension the Husaberg uses WP Extreme non-inverted forks, and a WP BA shock. This is one area where the FS600 is very different from either of the R/XCs. Where the KTM's are plush and supple over the bumps, the Husaberg just about makes your teeth rattle unless you're really twisting it. For our taste, the Husaberg needs some "extreme" revalving if it wants to play the dual sport game, because in stock trim this is a full race suspension. It would feel at home on most outdoor motocross tracks, but for ripple bumps, choppy ground and rocks at casual speed the Husaberg is way too stiff.

The suspension and engine are mated to a chassis with no extra fat, with the extra bits needed for dual sport tacked on. Husaberg claims a dry weight of 257 pounds, which is probably optimistic, but still, the bike feels far lighter than the KTM's. You can ride this bike fast without a whole lot of negative feedback from the chassis, and really enjoy yourself doing it. Had they valved the suspension to be a little more comfortable at moderate speeds this would be an incredible bike; as it is, it has a ton of potential, but you're going to have to do some work to get it to where you like it.

That's the odd thing about a Husaberg. Most people look at the price, and then look at the bike, which is admittedly cobby looking and oddly put together, and say Why? Well, if you have to ask why, you've never ridden a Husaberg. It doesn't make any sense, and a motorcycle is a motorcycle, but there's something raw and visceral about the way a Husaberg works that usually greatly affects anyone who rides one.

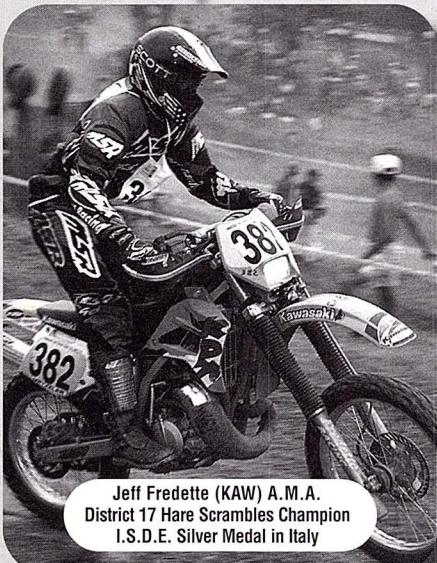
Which One's for You?

The best part about this trip is it plopped us down on the seat of a 620 R/XC for a whole day. This is unusual, since every other time we've gotten a chance to spend long hours on a KTM dual sport, it's been a 400. The editor of this rag even owned a 400 for over a year, so we've got way too much 400 time in than most people need. Up until now, we've really liked it, too. However, after riding the 620 for a while and feeling that extra horsepower in the same amount of overall weight, we're sold. The extra power comes in handy for road riding, hilly terrain, and any place that horsepower is going to make a difference. The 620 is still geared tall with its street-legal gearing, but the 400 is much taller, given the lack of horsepower, in comparison. The Husaberg, on the other hand, is not lacking for horsepower at all; so much that you have to wonder why they keep shipping those Swedish bikes with six-speed transmissions. At least you've got a gear for any possible usage, but you'll do a lot of shifting on the yellow bike.

Which would we take home? Well, the 620 is nice, like we said, and very comfortable and cushy around town and sporty on the trail, but if money was no object we'd go for the Husaberg, without a doubt. Yes, we'd have to spend another \$250 on getting the suspension straightened out, but after that we'd have the most brutal, beastly, meanest pseudo dual sport bike in the neighborhood. And how can you put a price on that? □

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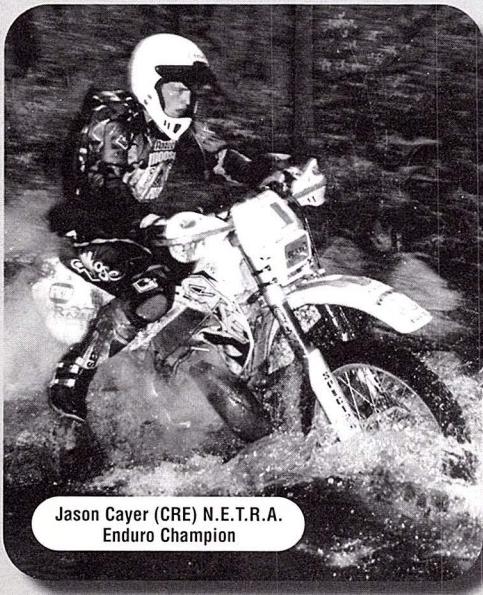
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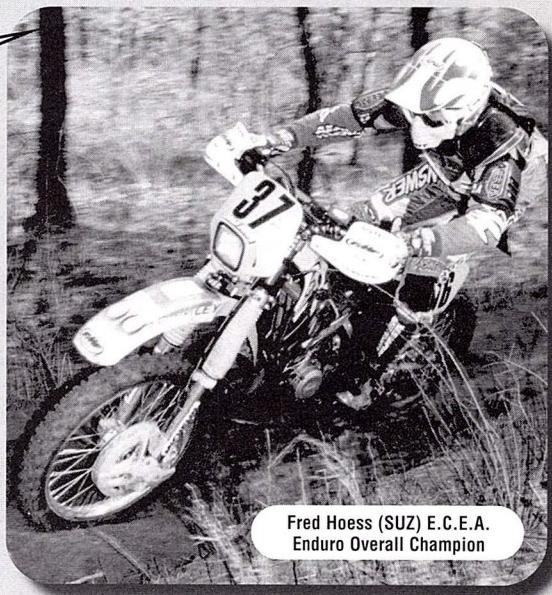
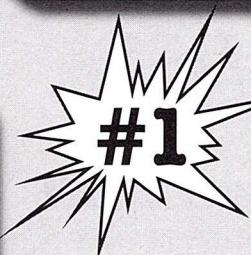
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Trail Rider TOOLBOX

By Mark Uth

Binder Basics

The disk braking systems found on modern dirt bikes are dependable and pretty much care free, while providing excellent stopping power. Most riders do little more than change pads a couple of times a year to keep things working, this being fine for trail riding and other light use. There are, however, a host of subtle maintenance tips that can improve and optimize braking effectiveness or tailor performance for more demanding applications like racing, specific to the unique racing venues or terrain to be tackled. For the most part these modifications are simple enough to install, a case of simply replacing stock hardware with aftermarket goodies. The trick is,

though, to know what to install under what conditions.

Not surprisingly, braking performance and efficiencies are predominantly affected by pad choice and rotor. No so long ago, when modern disk brake development was still in its infancy, it wasn't uncommon to have problems inherent to the brake system design, especially problems with the relationship between brake (master) cylinder and caliper. It's this ratio (the ratio of piston size in slave and master cylinders) that determines pad force, which in turn has a considerable effect on braking "feel" and effectiveness. The force exerted from the pads onto the rotor is controlled by the ratio of brake cylinder bore size to wheel cylinder (read: caliper) bore size. Without going into the hydraulics engineering behind this, let's say simply that by changing this ratio you can change the effective leverage advantage. Naturally, for modern dirt bikes there's no reason to be considering this as the relationship is tried and true at this stage. However, in the early days of disk brakes, improperly matched master and caliper cylinder sizes often led to either weak braking action that didn't get the job done, or overly sensitive, grabby braking action that tended to smoke brakes, rotors and calipers. Fortunately, these problems are pretty much behind us, unless of course, you were to mix and match master cylinders and calipers on some sort of project bike, which could well again spawn this

type of problem.

There are two basic pad choices around these days, common pads being classified as "metallic" or "organic." This is a pretty broad characterization, as literally every manufacturer of brake pads has his own formula for brake pad material, no two being alike. Nonetheless, some generalities along these lines do exist. Basically speaking, organic pads work better in dry conditions, providing more friction at the rotor and better "feel" at the pedal or lever. They work fine in intermittent wet conditions too, however pad life decreases markedly during continuous wet and muddy use. It is not at all uncommon to wear out a set of organic rear brake pads in a 20 or 30 mile enduro loop. Metallic pads, on the other hand, might last for hundreds of miles even in the muddiest conditions. They're notoriously tough on rotors, though, and will easily wear out a rotor in a season's worth of muddy racing. Metallic pads are also better heat conductors (not a good thing), and thus transfer more heat to the caliper under the most demanding conditions. This could lead to premature brake fluid boiling and pedal fade.

There are a host of other specialty brake pad materials, using marketing buzz words like Kevlar, carbon fiber, and the like. For the most part, these are essentially organic compound pads with trace amounts of the special material added. The performance of these specialty pads can be significantly dif-

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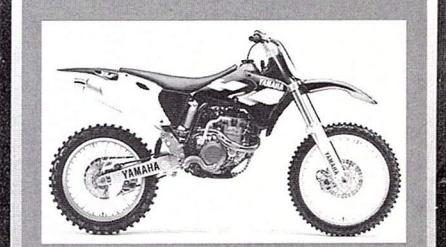
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ferent than traditional organic/metallic types, offering improved wear or heat resistance somewhere between those two choices. However, many of these pads also exhibit weird performance idiosyncrasies (e.g., loss of stopping effectiveness when wet or prior to reaching normal (hot) operating temperatures, etc.).

Around here, with all of the wet and slop that we see year 'round, metallic pads have long been our mainstay. However, your conditions could vary. Our best advice concerning pad choices are these: Don't take new/different material brake pads racing until you've had a chance to test ride them in a non-competitive situation and be especially careful when entering the first few turns. Always try to break in a new set of pads for a couple of miles before running hard on them. And finally, don't forget to "pump-out" or seat brake pads immediately after installing them, to avoid embarrassing (and potentially painful) pedal-less first turn problems.

Two main rotor options are your stock (vented) design and aftermarket solid rotors. The benefits of vented rotors are twofold: weight and cooling efficiencies. On the down side, all those slots and holes can pack up with mud and debris in the right conditions, contributing to significantly lessened pad life. A number of aftermarket companies make solid brake rotors that are almost universally used by top off-road racers in wet and muddy conditions. Most frequently found on the rear, a solid disk rotor can often make the difference between fin-

ishing a loop on a set of pads, versus having to stop and change them. Solid rotors are also stronger, making them less susceptible to damage in the rocks. Motorcrossers, being fascinated with gadgets like they are, sometimes opt for oversized diameter braking rotors, like those sold by

Braking, et. al.

These kits come with the larger rotor as well as mounting brackets needed to align the caliper with the larger rotor. Bigger diameter rotors are a means to stronger brakes through an increased mechanical advantage. Additionally, a larger rotor will dissipate heat faster. For our type of off-road racing, oversized rotors are a bit exotic (not to mention more susceptible to rock damage). However, when faced with the prospect of having to replace a bent or worn out rotor anyway, we'll always opt for a solid rear where available.

Pad Replacement Drill

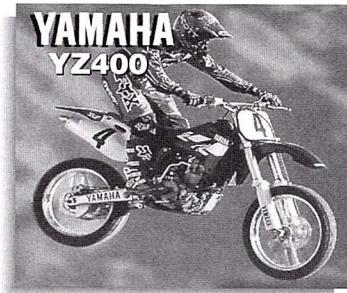
Most disk brake pads are held into the caliper by one or two pins that must get unscrewed (Nissan, et. al.), or driven out (Brembo) to effect pad changes. Care of these pins is perhaps the most important aspect of pad replacement. After removal, perform a careful inspection of the pin. Replace any with grooves worn in them or, for screw-out pins, any in which the socket head has become rounded. Pins with grooves can cause the brake pads to hang up and not completely release after you let off the brake, which will likely smoke the

pads and eventually overheat (boil) the brake fluid. If the pins look okay, clean them up with Scotch Brite, steel wool and/or a fine toothed file, so that the pin shaft is clean, smooth and free of burrs. Prior to installation, lubricate the pin shaft with a light coating of grease or anti-seize compound, but not so much that it is going to fling off and foul the brake pads and rotor.

Reinstalling pins is an exercise in "easy does it." For threaded pins, don't tighten them too much (barely more than hand tight) and be sure to lubricate the dissimilar metals of this junction (steel pin/alloy caliper body) with anti-seize. Also, don't lose the cap (or be sure to buy a new one if you already have) as the cap keeps dirt and water from doing its number on the pin/caliper threads. Brembo calipers use a flimsy spring clip to keep the pad retaining pin from backing out. If you do a lot of blazing through low brush, you'll find that it's not uncommon to lose the retaining clip, which could eventually allow the pin to back out. Best preventative medicine is to replace the clip on Brembos with a more secure retainer. WER makes a sano replacement pin assembly that includes a fool proof cotter pin on the outside of the caliper to keep the pin in place. Similarly, a cotter pin or piece of safety wire could be used with the stock pin, although it's not quite as trick as the WER unit because of hole location. Another option we've had good success with is to replace the stock pin with a high quality, tall-shouldered 6mm socket head fastener, and secure it with a locknut. Be sure to use a high strength 10.9 or 12.9 rated fastener if you're opting for this solution. □



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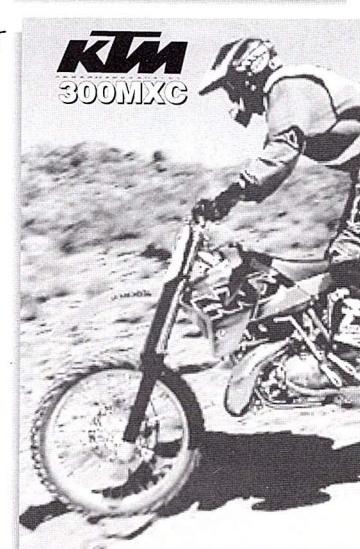
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LEMBO LAKE

Record turnout on an incredibly nasty day

By Cheri Alix

Modena, NY 4/26

Midtown Kawasaki's Patrick Timothy blasted through the torrential rain and mud to take his first NETRA hare scrambles win.

The second race of the NETRA Series was run at Lembo Lake under the usual conditions—cold and lots of rain. The day started out great, with a heavy overcast, but by the time the Novice event was underway the skies opened up. The rain became increasing heavy as the day progressed. A course that would have been awesome soon became a big, rutted-out mudhole. Thankfully, the club had redesigned the usual course, eliminating all swampy wood sections. The new course was seven miles long, consisting of single track wood sections, a small motocross track just behind the pit area, and lots of weaving in and out of the apple orchards..

Even with its reputation of being one of the nastiest races in the series, almost 450 riders were on hand; over 250 of whom were Novices. The AA line was the smallest



Trying to stay upright in the motocross section right off the start. Wet clay made everything fun.

class, with only 10 riders on hand. The Expert/Amateur event was originally scheduled for seven laps, but the club added an extra lap at the last minute, making for an eight lap race.

As the flag dropped, it was C-Cycle, Spectro, FMF, Clarke, Steahly-backed Timothy taking the holeshot. Following right behind was Ronnie's Cycles' Todd



Pat Timothy bolted to an early lead, and set the pace for Lembo this year. This was Timothy's first NETRA win.

Levesque, Putnam Kawasaki's Luke McNeil and VMR/Yamaha/Spectro Tom Norton. The riders made a few zig-zags around the apple trees, through the MX track, then into the woods. There was so much mud flying that by the time the riders hit the woods, goggles were useless. This was much to Timothy's advantage, as he had a clear shot out in front, pulling away from the pack instantly.

Levesque, McNeil and Norton battled it out for most of the first lap. Levesque was the first to go down, sliding out in an orchard, allowing McNeil and Norton to get by. McNeil didn't like leading and allowed Norton to take over second place and followed in his lines. By the end of the first lap, Timothy had put forty-two seconds on the pack, with Norton coming around in second place, just four seconds ahead of McNeil. Levesque was still in fourth place down only three seconds more. Ken Law rounded out the top five, back another minute.

Timothy continued to increase his lead on the second lap, coming around just under one minute ahead of second place Norton. Levesque was now in third place back only a few seconds, with McNeil close behind. The four riders were just pulling away from the rest of the pack, putting over two minutes on fifth place which was now held by Brian Lawson.

But the pace soon started to slow as the rain became increasingly heavier and the leaders started to run into lapped traffic.

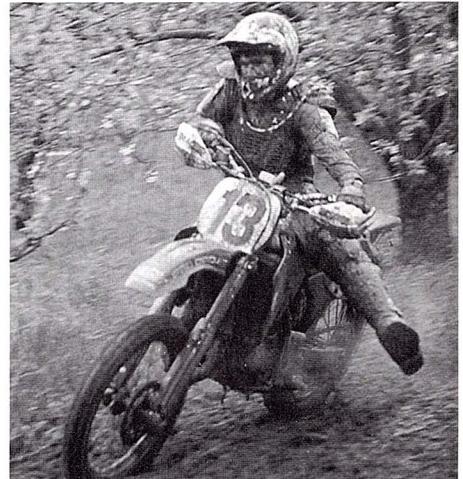
Lappers got in the way as Norton and Levesque battled for second place on the fifth lap. Norton got hung up in traffic, allowing Levesque to take over second place. The two riders hung together as they came into the final field section. "I just forgot about the sharp turn. We were flying down the trail and when I saw the turn it was to late. I couldn't make it, and I just blew right through the turn," said a disappointed Levesque after the race. "I went right off the course and crashed, tweaking my wrist real good."

The incident ended Levesque's day and moved Norton into second place, with Timothy in sight.

"I had a great four laps," said Timothy. "I



Todd Levesque (2) crowds out Luke McNeil at the start. McNeil recovered to finish third overall, while Levesque retired early.



Plenty of body english was necessary to combat the slithers in the apple orchard.



Norton took over the lead on lap five, but couldn't hold off the charging Timothy. He finished second.

didn't fall once, until near the end of the fifth lap. I slid out in a field. When I was getting up I saw Norton coming and pinned it. I made it to the last section just before the barrels, when I slid out again and Norton got by me."

Norton took over the lead at the end of the fifth lap, but had to pit for goggles; coming out of the pits alongside Timothy, with the two hitting bars. Norton had the inside line and held onto the lead.

"I just stayed right on Norton through the motocross track. There was just no way I could get by," stated Timothy. "When we hit the woods, we instantly hit lappers. Two lappers fell, blocking Norton's path. I was able to pull out of the rut on high ground and got away."

By the six lap, the track was destroyed. Distinguishing between riders was almost impossible, with everyone covered from head to toe in mud. Most riders had completely given up on goggles by this time and their faces were covered in mud. You couldn't even see the whites of their eyes. At this point, the club decided that eight laps were a bad idea and cut the race back to the original seven laps, putting out the white flag. Timothy still had the lead as they came around for their final lap, with twenty seconds on second place Norton. Luke McNeil was now in third place with Open Expert rider Kris Mooney down another minute and seconds in fourth place, followed by Lawson in fifth place.

Norton had once again caught sight of Timothy on the final lap, but just when he was within striking distance, he crashed in a mudhole. "Everything was going good on the last lap," said Norton. "I could see Timothy in front of me and was going for it. But I crashed in a mudhole. As I was getting up, I went to put my foot down on the other side and there was nothing there. My short legs weren't long enough to hold me up and I went right over the other side. I was covered. I ended up having to remove my goggles and figured it was going to be a second place day."



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One day Lembo needs to erect a memorial to the Unknown Hare Scrambler. This could be the model.

Timothy went on to take his first ever NETRA win, completing the seven lap race with a one minute 20 second lead over Norton. McNeil finished third for the day, down another six and a half minutes. Mooney took fourth overall for the day, coming around just twenty seconds behind McNeil. Mooney also earned the Expert class overall. Rounding out the top five was AA rider Brian Lawson.

Lembo Lake HS Class Results		Amateur Senior	
Patrick Timothy	Kaw	2. Robert Maxon	Hon
Overall Champion		3. Eric Pouliot	Suz
Kris Mooney	Yam	4. Mark Griffin	Hon
A High Point		5. Scott Fetterman	Suz
Dave Clark	Hon	Novice 200	
J. Price	Hon	1. Todd Frias	Kaw
B High Point		2. Paul Fischetto	Kaw
Guy Burlock		3. Brett Chanial	Kaw
C High Point		4. Guy Burlock	Kaw
AA		5. James Menard	Yam
1. Patrick Timothy	Kaw	Novice 250	
2. Tom Norton	Yam	1. Russell Harper	Hus
3. Luke McNeil	Yam	2. Paul Davey	Suz
4. Brian Lawson	Yam	3. Rob Allsop	Yam
5. Arthur Menzel	Kaw	4. Keith Bonney	Hon
Junior		5. Kevin Fahey	Kaw
1. Nathan Kanney	Suz	Novice Open	
2. Jesse Berthiaume	Yam	1. J. Price	Hon
3. R. Dellaghan	Yam	2. S. Sherman	Hon
4. D. Waters	Yam	3. R. Crandall	Hon
5. J. Tucker	Yam	4. J. Sullivan	Hon
Mini		5. J. Grant	Hon
1. Will Rowe	Kaw	Novice Four Stroke	
2. Scott DeCosta	Kaw	1. J. Simonds	Hon
3. D. Capote	Kaw	2. P. Gigliotti	Kaw
4. A. Simcock	CRE	3. J. Green	Kaw
5. T. Swistro	Yam	4. K. Leeds	Yam
Women		5. J. Morrison	Hon
1. Heidi Landon	Kaw	Novice Veteran	
2. Diane Comalli	KTM	1. John Hand	KTM
3. Dawn Silvia	Kaw	2. Joe Johnston	Hon
4. Dawn Shayer	Kaw	3. Rich Hansen	Hon
5. J. Krause	Kaw	4. Steve Dous	Suz
Novice 125		5. David Heath	
1. Ken Callahan	Hon	Novice Senior	
		1. Jeff Carson	Suz

The Expert 200 class had a close battle between the top three riders for most of the day with Jesse Berthiaume taking the class win with just three seconds on second place, Chris Crispin. Settling in for third place was Nathan Kanney. Berthiaume and Kanney had battled it out earlier in the day

in the Junior Class. Kanney was able to hold Berthiaume off for the last two laps, taking the win with Berthiaume finishing second.

In the Women's class it was Heidi Landon taking the win, but not without some close competition from former class champion Diane Comalli of Dirt Works. □

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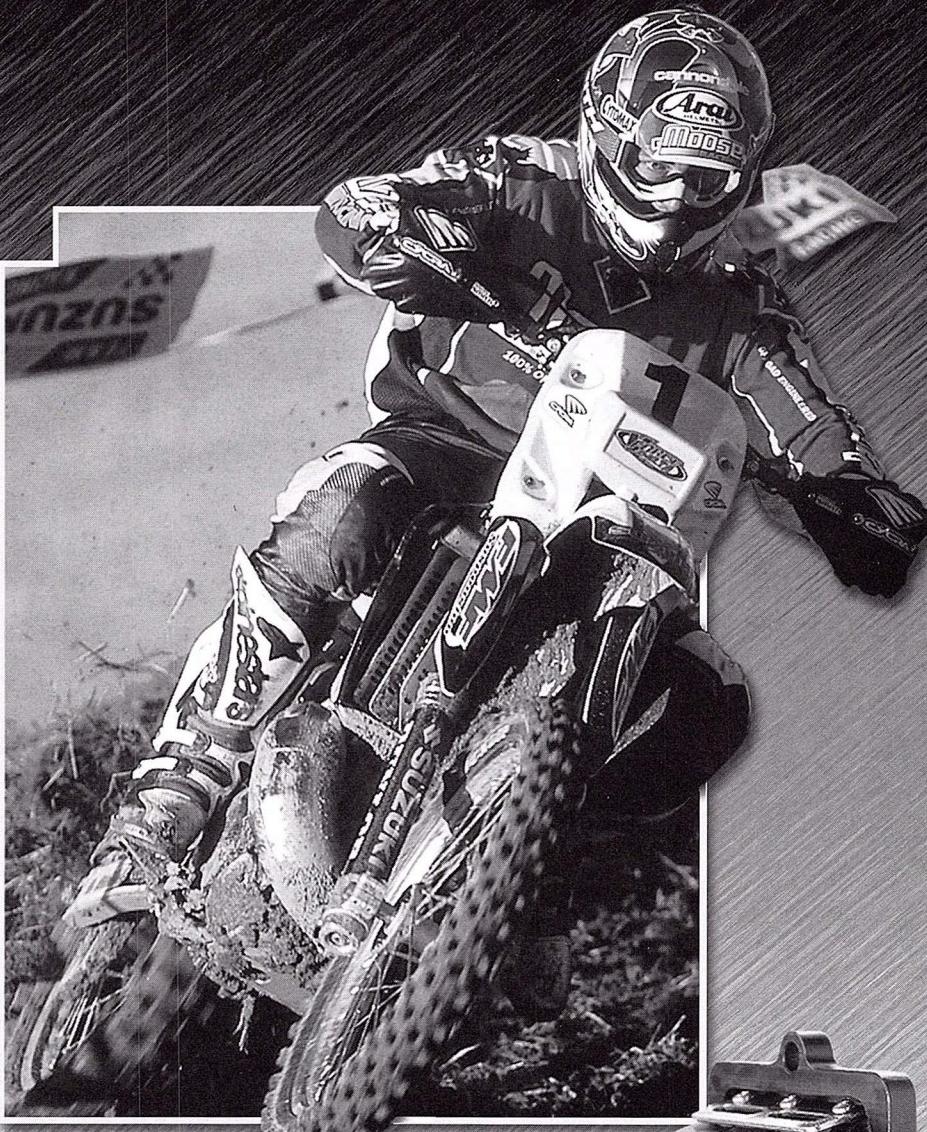
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HOOT OWL

Todd Levesque is king of the mud ruts once again

By Cheri Alix

Uxbridge, MA 5/3

Over three hundred thirty riders were on hand, with thirteen AA riders lined up on the front row. The race was scheduled to run four laps of the 10.6 mile course. With only a five minute delay, the flag went up at 1:05. Manchester Honda/Goat/Scott/Link's Josh McLevy got the holeshot followed by Ronnie's Cycle/Pub Racing/Moose/Torco/REP's Todd Levesque, Ken Law, Answer/Tsubaki/C-Cycle/SRC's Tom Norton and Patrick Timothy.

The course made a U-turn across a field then ran through a few switchbacks before heading up a rock face and across a dirt road. Midtown Kawasaki's Timothy hit a rut just before the rock face and lost control. "I hit something that threw me back off my bike, and I ended up grabbing a handful of throttle." Said Timothy.

Timothy launched his bike off the rock and landed right on Law. Law got crossed up and out of control but managed to remain standing, only losing one position to Norton. Timothy went down and was then t-



Nathan Kanney continued his winning ways at the Hoot, winning both Expert 200 and the Junior class.

boned by Luke McNeil as the rest of the pack crested over the rock. The pile up allowed the front runners to get away, giving

them an instant advantage.

The woods were nothing but rocks, ruts, roots and mudholes. The front three managed to make it through the first mudhole without any problems. Levesque hit a rut in the second mudhole and got sideways, allowing Norton to move into second place. McLevy and Norton hung together for the next mile until McLevy fell over on a stone wall. Norton then took over the lead, putting thirty seconds on second place by the four mile mark.

There were two field sections in the race and these proved to be a disadvantage to Norton. "As soon as I showed up, I knew I was running the wrong front tire," said Norton after the race. "I ran a Dunlop 495 instead of a 752, and I just couldn't go fast in the fields."

By the time the riders crossed the start/finish area, McLevy and Levesque had caught Norton. Once again the three were freight training around the course. The mudholes soon became the defining factor in the race's outcome. Norton buried it first, not a third of the way around the second lap. He managed to save it without losing more than one position, but buried it again in a



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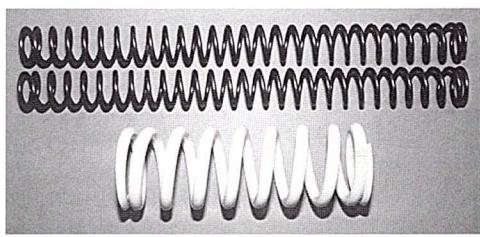


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Heidi Landon is once again dominating the Women's class in hare scrambles; she took the win today.

waist-deep rut. Levesque and McLevy were out of sight and flying.

"We were having fun, just dicing back and forth," stated Levesque. "We hung together for the entire second lap and part of the third."

On the third lap, McLevy met his demise waterboarding out in a mudhole. "I completely drowned it. I couldn't get it started, and a few of the spectators helped me kick it over," said McLevy after the race. "They must have kicked my bike for five minutes

Hoot Owl I												
Class Results												
Todd Levesque	Yam	3. Dawn Shayer	Kaw	1. Brian Brewer	Suz	2. Stace Ames	Hon					
Overall Champion		Novice 250	Kaw	2. David Gargiulo	KTM	Amateur Senior	Hon					
Chris Crispin	Hon	1. Kevin Fahey	Hus	3. Mike Dupras	Hon	1. Chris Fahan	Hon					
A High Point		2. Russell Harper	Yam	4. James Menard	Yam	2. Robert Larson	Hon					
Joe Senecal	Yam	3. Michael Serrilla	Yam	5. Robert Rowe Sr	KTM	Amateur Open	Hon					
B High Point		4. George Jordan	Yam			1. Doug Fox	Hon					
Keith Callahan	Hon	5. Robin Allsop	Yam			2. Peter Vanryswood	KTM					
C High Point		Novice 125				3. Charles Kennedy	Suz					
AA		1. Keith Callahan	Hon			Vintage						
1. Todd Levesque	Yam	2. Warren Sims	Hon			1. Gerry Leary	CZ					
2. Tom Norton	Yam	3. Mark Griffin	Hon			2. Joe Cauette	Kaw					
3. Josh McLevy	Hon	4. Matt White	Hon			3. Mark Jolley	Kaw					
4. Patrick Timothy	Kaw	5. Scott Fetterman	Suz			3. Charles Kennedy	Suz					
5. Luke McNeil	Yam	Novice 200				Amateur 250						
Junior		1. Keith Roberts	kaw			1. Joe Senecal	yam					
1. Nathan Kanney	Suz	2. Tom Kushi	Kaw			2. Josh Beebe	Hon					
2. Robt. Langenback	Yam	3. Jared Wheelock	Hon			3. Daniel White	Hon					
3. Derek Waters	Yam	4. Jeff Ducharme	Kaw			4. Todd Hamilton	Hon					
4. Joseph Mullaney	Hon	5. Chris Walsh	Kaw			5. Joe Phoenix	Hon					
5. Ryan DellaGhelta	Yam	Novice Open				Amateur Veteran						
Mini		1. David Robendunst	Suz			1. Craig Pratt	Suz					
1. Will Rowe	Kaw	2. Roger Crandall	Hon			2. Dave Dzemuits	Hon					
2. Ryan Sheehan	Hon	3. Vinny Leonard	Hon			3. Eric Reinhard	KTM					
3. Scott DeCosta	Kaw	4. Tom Canesi	KTM			4. Mark Cook	Suz					
4. Adam Simcock	Hon	5. Ralph Perkins	Hon			5. Art Randolph	Yam					
5. Darren Capote	kaw	Novice Four Stroke				Amateur 200						
Women		1. John Morrison	Hon			1. Greg Messier	kaw					
1. Heidi Landon	Kaw	2. James Simonds	Hon			2. David Harris	KTM					
2. Diane Comalli	KTM	3. Bryan Cook	Hon			3. Todd Santheson	Hon					
		4. Paul Phillips	Hon			4. Jay Vayo	Hon					
		Novice Veteran				5. Tim Nelson	Suz					
						1. Jim Walsh	Suz					

before they got it running."

At the end of the third lap, it was Levesque out in front. Levesque had taken a few bad lines off the start, but now he was railing. "I didn't make any mistakes. I was just having fun." Stated Levesque at the end of the day. "I didn't get stuck once."

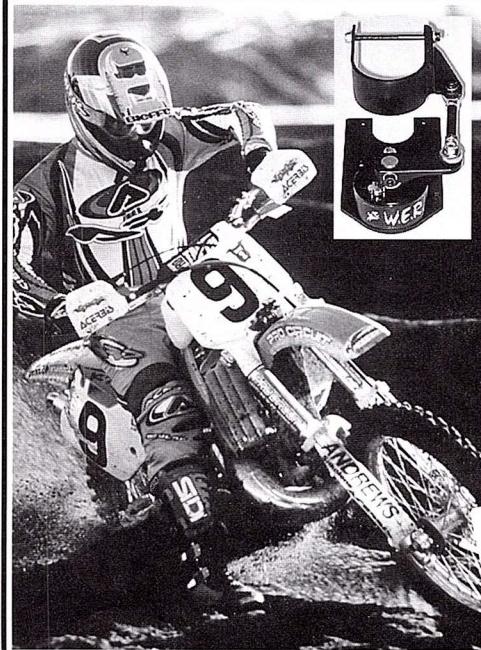
Levesque proved that picking good lines was the key at the Hoot Owl, taking his first win of the year with comfortable lead of 1 1/2 minutes over second place Norton. McLevy was on the gas for the final lap and closed in on Timothy in the last wood section. McLevy stuffed him on the inside of a turn and took over third place, finishing just seconds ahead; leaving Timothy to settle for fourth. Another rider putting on the hard charge on the final lap was McNeil. With a little help from mudholes, ruts and a lot of determination, McNeil, who had been down several minutes in eighth place, finished fifth overall for the day.

Expert 200 rider Chris Crispin took the overall in the Expert class, but not without

a hard-fought battle with Dirt Work's/East Coast Cycle's Nathan Kanney. Crispin took the win just one tire length ahead of Kanney, leaving Kanney to settle for the Expert 200 class win. Crispin finished eleventh overall for the day with Kanney taking twelfth.

Kanney, who seems to be on quite a roll this year, also won the Junior class, run earlier in the day. The Junior/Mini's ran two laps of the 10 mile course, with Kanney taking the win with three minutes on second place Robert Langenback. Will Rowe once again dominated the Mini class, taking an easy win with five minutes over second place Ryan Sheehan.

The Amateur class overall went to 250 Class rider, Joe Senecal. Senecal completed all four laps, with second place 250 rider Josh Beebe completing only three laps. In the Open Expert class, it was Town and Country Cycle Center/ Pirelli's Roger Billharz taking the win, with Kris Mooney taking second place down two and a half minutes. □



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ST. GEORGES HARE SCRAMBLES

Its'a family affair, with three Laffertys in the top four

By Mark Uth

St. Georges, DE 4/26

KTM factory sponsored enduro champ Mike Lafferty took a weekend off from his busy national travel schedule, foregoing the GNCC in Clarksburg, Virginia, for a local ECEA hare scrambles held in St. Georges, Delaware. In the process, Mike again proved he's still king back east, the fast and open DER course playing right into his hands. Lafferty nearly lead the event from start to finish, smoking the competition to earn the overall victory, all while "play riding" on a four stroke KTM 400 EXC. A one-kick light-off of his KTM thumper contributed to a good start and drive to the front of the pack. From there it wasn't long into the first lap before he picked off the competition and assumed the lead that he would hold for the remainder of the race. Afterward Mike said that the revised DER course "was the best ever." Regarding his choice of mounts on the day, Lafferty joked, "I rode the four stroke to get a better workout," comparing the demanding GNCC three hour format to the typical two hour events run in the ECEA hare scrambles series.

While Mike was steaming along to the checkered flag, no doubt the biggest battle of the day was being waged between reigning ECEA enduro champ Fred Hoess and series rival Richard Lafferty. The Bromley Suzuki mounted Hoess kept his RM 250 cranking, holding second place over Rich Lafferty's KTM on laps one through four, building a near two minute lead early on. However, this diminished to some 30 seconds or less during laps three and four and was to set the stage for a frantic fifth and final lap. Not knowing the size of his lead, nor how many more trips would be required around the eleven mile DER course, Hoess swung into the pits at the start of the fifth lap. While refueling in less than 20 seconds, this wasn't quick enough to prevent Rich Lafferty's KTM from coming through the barrels and assuming the second overall slot. Both riders set off into the woods for the final lap, separated by seconds.

During their final trip around the loop, a pitched battle found Richard dogged by Hoess, but unrelenting. As the riders neared the scoring barrels, Hoess, finally realizing there was to be no sixth lap, made a last ditch attempt at a pass. However, this was thwarted as the club had moved the finish line forward from the barrels in order to facilitate the scoring of backed up riders. Hoess's final thrust proved ill timed, as although he managed to get around Lafferty's KTM before the barrels, it was ruled that the finish line was already crossed. Richard thus held on for the second place finish. Naturally, a bit of a brouhaha erupted immediately afterward, but the club stuck to its guns, scoring Lafferty second and Hoess third. In Hoess's



Mike Lafferty saddled up a KTM 400 thumper, took a weekend off from the nationals, and won the overall.



Richard Lafferty cuts inside another rider while chasing his brother into the finish. Richard finished second overall, first A 250.

defense, it's easy to see that the lack of a "white flag" last lap indication contributed to his confusion, as well as the club's unannounced decision for a sliding finish line. However Richard Lafferty might have had the most poignant perspective when he commented, "Hey, he had eleven miles (the entire final lap) to pass me." Now that's racing.

The St. Georges hare scrambles was co-sanctioned by the ECEA and D7 hare scrambles championships. A three event card was run that included youth and PeeWee races in the morning, followed by the main event

at noon. Nearly 100 youth and PeeWee riders joined well over 200 adult riders entered in the main event. The course is laid out in bluffs overlooking the D & C (Delaware and Chesapeake) Canal. Formed during the original construction and subsequent dredging of the canal, these headlands feature short steep hill climbs to flat meadows covered with lush second growth vegetation. Predominant among the foliage is the renowned Delaware phragmites reed, "forests" of which provides one of the most unique riding experiences in the east. As a result of the repeated dredgings, the soil is a rich, loamy dark earth that can go from dusty to awesome traction to greasy slime over the course of an afternoon's ride. Fortunately for this day, course conditions were near perfect. Cool morning tempera-



Fred Hoess dogged Richard the final lap, making a last second pass that was unfortunately ruled to be beyond the finish line. He finished third overall.

tures combined with a few passing showers that managed to water the course just enough to eliminate dust and maximize traction.

In previous years, DER has had trouble controlling course cutting, as the winding course and sparse brush did little to discourage this practice. This year's layout was designed to eliminate any benefit of course cutting and in the process contained little trickery or technical challenges. The fast, streamlined course led riders east through the phrag and included an observation at the farthest possible removed checkpoint. The return trip was a WFO romp down a rutted and whooped wood road, aptly referred to as the "back straight." This was truly a "twist it and hold on" high speed sphincter run for those who dared. Pin it and win was the strategy for all. Top main event riders completed five laps around the eleven mile

course in the two hour span allocated. Following the podium finishes by Mike Lafferty, Rich Lafferty and Freddy Hoess (1-2-3), a Husaberg mounted Jack Lafferty Jr. assumed early on, maintained and finished in the fourth overall position several minutes behind the third place finish of Hoess. D7 competitor Keith Rodgers finished fifth overall, just seconds ahead of reigning ECEA hare scrambles champion Marc Grossman. Ryan Rodgers claimed the seventh overall slot, followed by a Honda mounted Stu Crouch (ninth overall) and Greg Pamart who rounded out the top ten while winning the A200 class.

In the youth class race a CR80 mounted Kevin Reed led the pack around the course for a full six laps, followed by Dan Yearwood on his like Honda. Yearwood managed to reel in Reed during the fifth and sixth trips around the 3.8 mile course, and was right on Reed's fender as the two departed the barrels for the seventh and final lap. Right after passing through the scoring barrels a drag race erupted in the wide start straightaway, precipitating a horrific endo by Reed right in front of the crowd of spectators. Yearwood fortunately managed to avoid the cartwheeling Reed and cruised on to the win. Fortunately for Reed, the allotted hour time limit for the race passed minutes after this turn of events. After 15 or 20 minutes of recovery time, a somewhat dazed Reed saddled up his twisted Honda and finished the final lap to claim second place honors. Winner Yearwood and Reed were the only youth pilots to complete seven laps in the event. □



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DER St. Georges Hare Scrambles Class Results Grand Champion	Mike Lafferty	KTM	3. Jack Lafferty Jr.	Hbg	4. Mike Creed	5. Tom Keegan	5. Arron Benoit
Overall			4. Marc Grossman	Kaw	Veteran (30+)	1. Keith Rogers	Mini B
1. Mike Lafferty	KTM		5. Ryan Rogers		2. Stu Crouch	Hon	1. Ryan McGama
2. Rich Lafferty	KTM		B200		3. Byron Culberson	Hon	2. Scott Langhorne
3. Fred Hoess	Suz		4. George Potts		4. Ed O'Flynn	Hon	3. Ryan Pratt
4. Jack Lafferty Jr.	Hbg		5. Lewis Robbins		5. Rick Curtis	Hon	4. Bryan Martin
5. Keith Rogers	Hon		B250		Senior (40+)		5. Drew Uth
6. Marc Grossman	Kaw		1. Lance Homson		1. Cliff Tenny	KTM	Hon
7. Ryan Rogers			2. Bill Gilbert		2. Kevin Reed	Hon	1. Adam Eckard
8. Greg Pamart			3. Phil Kyp		3. Mike Murphy		2. Jim Maul
9. Stu Crouch		Hon	4. Chad Gill		4. Jeff Fox		3. Tyson Stapleford
10. Steve Larkin			5. Randall Scott		5. Steve Kelly		4. Spence Jackson
A200			C200		Super Senior		5. Brandon Hanning
1. Gene Pamart			1. Dave Glenn		1. Jack Lafferty Sr.	KTM	Pee Wee 1
2. Craig Shenigo	Yam		2. Doug Allen		2. Tom Ebersole		1. Ryan Stapleford
3. Andrew Harris			3. Tom Seanaid		3. Rich Trader	KTM	2. Steve Easter
4. Greg Davies	Yam		4. Alan Bopp		4. Joe Galie	Yam	3. Angelo Manerchia
5. Brandon Sexton			5. Brian Glenn		5. Don Culberson		4. Eddie Jones
A250			Four Stroke		Mini A		5. Zach Shepps
1. Rich Lafferty	KTM		1. Steve Larkin		1. Dan Yearwood	Hon	Pee Wee 2
2. Fred Hoess	Suz		2. Doug Gruff		2. Kevin Reed	Hon	1. Jim Maul
			3. Charlie Sheldon		3. Ed Hill		2. Mark Garvey
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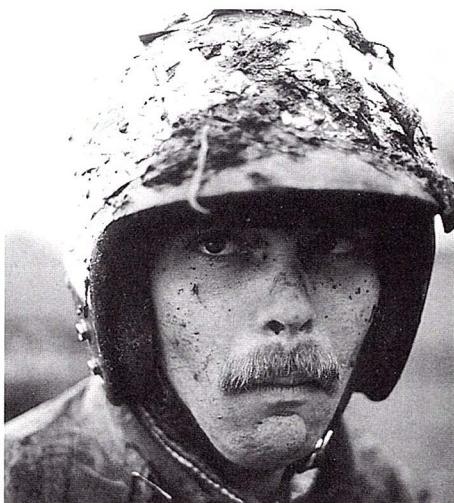
How many laps can you do? How much room do you have for bruises?

By Charlie Williams

Morrison, IL 5/3

This week end marks the two toughest races in this country. The National Enduro in Wellston, Ohio, and the Moose 100 in Morrison, Illinois. I have ridden both events, and have not finished both events several times. If it were like this all the time I could not race dirt bikes. I would get a flat tracker.

I rode Wellston last year, under wet but fair conditions. I finished with a score of like 450 points, and Matt Stavish came over and shook my hand just for finishing. At Wellston, once you start you have to finish, because every chance there is to quit it is 70 miles by road back to the pits. I begged one club member to haul me back in his truck, but he said they had driven a small car, on purpose, and pointed me down the

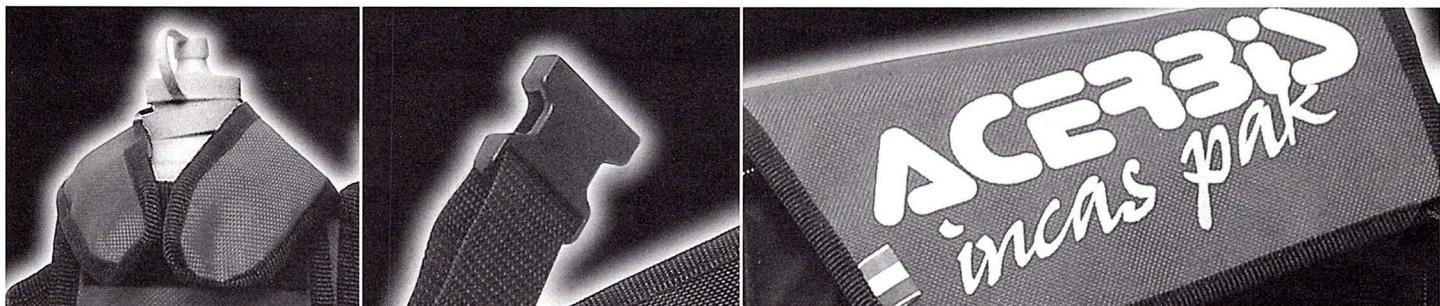


trail.

This year I went to the Moose 100, or the Moose 30 in my case. I got more bruises than I got miles. I got so many bruises it looks like I've got on a leopard skin suit. I don't even get credit for 30 miles because I got disqualified at 18 miles. The course ran into a four foot tall log with a checkpoint on the other side. I would have had to throw my bike over because I could not ride it over, so I went around the log and the checker said I had to go over or I would be disqualified. I gladly took disqualified, and that's a first.

Just because I'm disqualified doesn't mean I'm home free. No, I still have to make it back to the pits, and that cost me

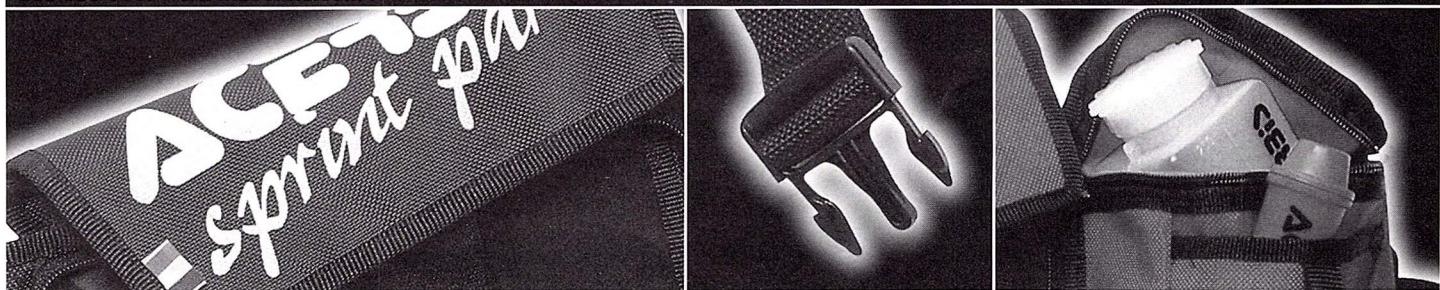
Look, I'm not a photographer, right? I'm a poet by trade. I took a camera along, and only two pictures came out. This is a guy with a worm on his visor.



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a few more bruises, a front fender and head light, and about an hour of the hardest labor in my life.

Let me describe some of my experiences/nightmares. The start was good. Dead engine and then across the field, around a fence post, then out on the course. Well, I was riding the 1998 ATK 250 test bike. I have had some motor work done to it. Eric Gorr reworked the cylinder to give me enduro torque instead of the top end screamer like it comes from the factory. Well, I was fifth to the first turn, following four Honda 250s. Some of us made the turn and headed off down the trail, the four guys I had been following all fell off and were replaced by guys on Kawasakis. Then the spectator ditch switched that all up again, and I was in about fourth position for my row. I was thrilled and looking forward to some good riding.

Wrong! There is no good riding on this course. This is not a race as much as it is a pitching contest. Who can throw their motorcycle 100 miles the fastest. Over and over again, I had to ghost-pilot my bike over logs or unclimbable hills. I got stuck five times in deep ruts and had to lift the bike out of the quicksand. So when I wasn't throwing this new bike, I was dead-lifting it out of super suction mud.

I got stuck in one rut and had exhausted myself trying to extract it when a rider on a Suzuki crashes into the back of my riderless stuck bike and just starts cussing me and accusing me of blocking the whole course and telling me to get out of the way. I was too tired to retaliate so I just stood there and let him yell, we were in a stalemate. I could not move, and he could not yell hard

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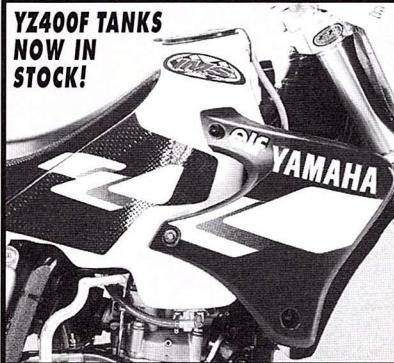
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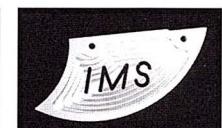
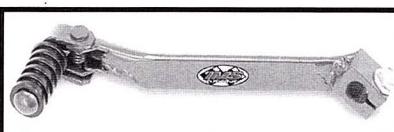


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enough to make me move, so I just stood there laughing at him. This infuriated him even more, so he started dragging his bike out of the rut and deeper into the ravine. He wound up getting really stuck, but continued to scream at me.

Somehow I got my bike free. It took all the wheel spinning torque Eric Gorr could put in this little engine just to get me going again. My new Trelleborg tire spewed mud all over this guy. I even turned around to look and he was yelling and shaking a fist at me, while I rode off to the next obstacle. I knew I would have to ride well to stay away from this madman. I remembered once at Stoney Lonesome I had thrown dirt on a club member. He chased me for over a lap, and when he caught me at a checkpoint he pounded his fists on my neck and shoulders. Another time this same guy punched a rider in the face hard enough to pop the lens out of his goggle.

So I was running for my life from this rabid Suzuki pilot. I was stuck in less than a mile, this time it was a two foot tall log in a tight right hand turn. I made the log but ran out of control on the landing and wound up all tangled up in branches and logs and junk. The ATK 250 is one of the lightest machines made today at 228 pounds. But put on a pair of slick soled boots and try to pick up any bike while it is tangled up in vines and ribbon and mud. Even a bicycle gets hard to pick up. I can not even guesstimate how many times I had to pick up this bike, a cruel amount. The whole time I know the Suzuki guy is still hunting me down. It's nuts like this that make me want to start



The EMT's had their best vehicle on hand for any injuries.

carrying my Bowie knife again.

Another nut that needs dealt with is event promoter Bill Gusse. I would like to see Bill Gusse, Alan Randt and Dave Coombs put in a cage. Not just for our entertainment, but for the safety and sanity of the motorcycling public. We decided Bill Gusse must either own a plastic fender company, a car wash, or he is secretly a chiropractor. After the race Gussie was interviewing third place finisher Scott Summers. You know, they were yakking along when someone out of the crowd yelled, "Kick his ass, Scott!" We just roared at the thought of Bill all curled up at the base of a big tree with Scott kicking the crap out of him. If they had a secret ballot, I'd bet Bill would get his ass thumped.

Yes, the course is that hard. Log after log after log. Then, if it wasn't hard enough already, Gusse ran us along in this mile-long

ditch. The riding was easy but this had a completely new twist. A local farmer had trouble with his turkey farm, and about 100 turkeys died. Somehow Gusse acquired the turkeys. We speculate he got money with the deal. Gusse took these 100 dead turkeys and lined this ditch with their rotting stinking corpses. By the end of the mile I was about to puke, but didn't dare stop. I would have thrown up on myself while trying to ride out of the ditch. Secret ballot says?

As hard as the event was for me it didn't seem to phase the fast guys. Paul Edmonson won the event in about 5.5 hours. He claimed it was a lot like the races he has at home. Fred Andrews followed about five minutes later, and Scott Summers was another five minutes behind. Scott rode an XR 250 with a 280 kit and some other bolt-on modifications. He was flying; but the coolest part is I think he was actually having fun. Gone was the intensity of GNCC racing and out came a big smile. Then, in regular guy fashion Scott locked the keys in his truck, and Gusse was on the microphone giving him a hard time and lots of advice. Secret ballot says?

Illinois fast guy Tim Tabor rolled in fourth place, and my personal hero, Jeff Fredette, finished fifth. Jeff has won this event nine times. Jeff was the main reason I came to this race. See, when Jeff wins this race, well, he wears the wrong color clothes and rides the wrong color bike. His sponsors don't run full page ads like the other team will. So I went to write an article on the underdog, but he twisted his ankle on the

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first lap and this put him out of contention. After riding this course I don't care what color bike they ride, the riders are heroes. Phil Converse was fifth overall John Eric Burleson came in later, in seventh place on his KTM, and Mike Sampson from Indiana came in eighth place on a Great Dave's 250 TM.

From the tailgate of my truck I watched Dick Burleson ride in on his Thumper Racing Husaberg. He too was whipped. In all my years I don't think I've seen him look like this. The course was very hard.

Steve Hatch, Rodney Smith, Gary Hazel, Patrick Garrahan, Ron Ribolzi, myself and 189 others did not finish. Ron Ribolzi claimed he had been to 18 of Gusse's races and this was the first one he didn't finish. Me, I've been to four and haven't finished half a race. But I'm not done yet, I'm going back. I need to finish just one of his races. It will have to be an easy year, and everybody will claim Gussie is getting soft, but he more than made up for it this year.

But it seems like no matter how rough he makes it, the sponsors just love him and come out in force. Moose and Trelleborg gave away all kinds of goods. I more than recovered my \$40 entry fee. PJ-1 gave away cases of oil. Smith Goggles was very generous. Suzuki romances ESPN2 to show up. Mark Kariya, now with a new magazine, will also get coverage in both slick California magazines. Of course the regional Cycle USA newspaper will have full coverage, and Cycle News will have a report. Now watch carefully how the size of the report coincides with the amount of advertising in each magazine.

I want to tip my Ace bandage to Bill Gusse, his lovely wife Roberta, all the guys that

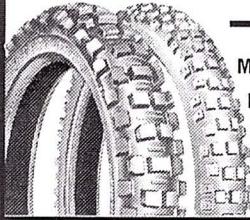
work together laying out the course, all the sponsorship from Moose and Trelleborg. Thank you to all the spectators who helped me pull my bike out of the mud.

The only thing this race needs is more riders. Kevin Hines, Mark Hyde, Terry Cunningham, Eddie Lojak, Johnny Martin; all these guys could still win this race. Now don't worry, they get plenty of flounders that show up to ride so you won't stick out if you happen to ride like me. Gusse's race

courses are truly one of the wonders of the world. They leave you wondering what in the world you are doing here. But before you can consider yourself a real rider, you need to come out and see what America's toughest race can do to you. I can count 47 separate bruises, and that is a record for me. Let's see, two more laps would give me 141 bruises; now that is a goal to work towards. See you next year. □

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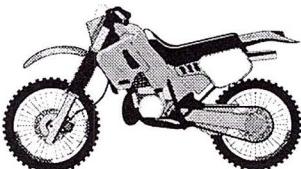
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Key time 10:00 am

Sign up Saturday 7:00 - 9:00 pm
 Sunday 7:00 - 9:00 am

Riders' meeting 9:30 am

Bikes must be enduro legal

Ties broken by special test

Primitive camping available

Pre-entry starting positions drawn on August 28th

Entries sent in together ride together

Gas trucks provided - two gas cans may be needed

Roll charts in miles and kilometers

Course marked in miles and kilometers

Enduro Teams

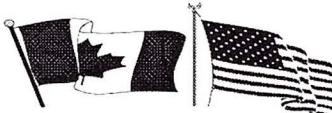
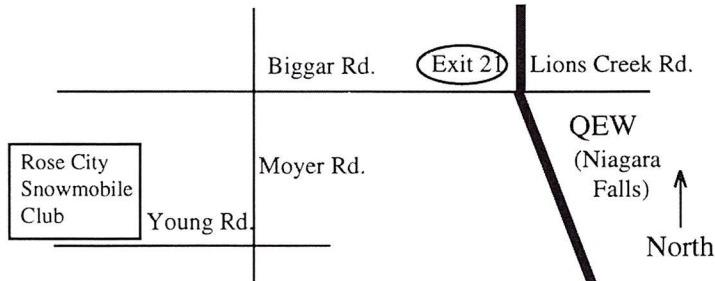
Entry plus \$15, (\$11 US)/team.

Teams per CMA rules.

Location (only 20 Minutes from Buffalo border crossing)

Rose City Snowmobile Club, Young Rd., Welland, Ontario (follow the arrows)

Hotels: Best Western (905) 732-0922, Days Inn (905) 735-6666



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Dual Sport Ride Information

This year's ride will be on easier sections of the enduro course. You will also get to ride additional sections of dual sport only trails & roads. The course will be arrowed and marked in miles and kilometers. Route sheets in both miles and kilometers.

Start time 11:00 am. Dual Sport \$20, (\$14 US) CMA Enthusiast Lic. req. \$23 (\$16US)

Ask about our Hare Scramble on Sunday August 9th!

For more info call Alan (716) 822-9115 evenings or email Rmal250@AOL

NAME _____	PHONE (____) _____ - _____	Check your class (AMA Equiv.)
ADDRESS _____	ZIP _____	<input type="checkbox"/> Masters (AA)
CMA # _____ BIKE MAKE _____ SIZE _____		<input type="checkbox"/> Expert (A)
TEAM NAME _____		<input type="checkbox"/> Intermediate (B)
TEAM RIDER NAME & CLASS _____		<input type="checkbox"/> Novice A (C)
TEAM RIDER NAME & CLASS _____		<input type="checkbox"/> Novice B (entry level)
TEAM RIDER NAME & CLASS _____		<input type="checkbox"/> Four Stroke A (AA & A)
		(expert & masters)
		<input type="checkbox"/> Four Stroke B (novice & intermediate)
		<input type="checkbox"/> Veteran 40+ (B&C)
		<input type="checkbox"/> Super-Vet 50+
		<input type="checkbox"/> Ladies <input type="checkbox"/> Dual Sport Ride

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Send Sign-up Form and payment to: Niagara Timber-line Riders, C/O Star Headlight & Lantern of Canada, 8591 Earl Thomas Dr., Niagara Falls, Ontario L2E 6X8

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Same way, if you're going to print a magazine and have people want to read it, you can't be afraid to tell the truth, and to call it as you see it. That's what we do here at Trail Rider. We tell you about both sides of the story, the good and the bad, and we spend a lot of our time in hot water. We're not afraid of the consequences, just like Chris isn't afraid to hang it all out. Maybe we have the same mind-set, who knows? But check out who's sticker is on his chest protector.

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**Trail
Rider**
MAGAZINE



IT'S A DIRTY JOB...

Riding dirt bikes isn't just our business—we do it for fun. But when it comes to testing new bikes, evaluating the latest riding gear or analyzing trick aftermarket hardware, we get serious. We employ the expertise of hard-core testers like eight-time national enduro champion Dick Burleson, off-road legend Larry Roeseler and top motocross privateer Rich Taylor. Add top guest instructors like Jeremy McGrath, Ty Davis, Guy Cooper, Malcolm Smith, Steve Lamson, Randy Hawkins, Steve Hatch and Scott Summers, and you've got an impressive panel of experts.

Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida to areanacross in Ohio to desert races in Nevada. He's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Feature Editor Karel Kramer hopped on his

first bike in 1965, and he's become our walking encyclopedia of technical knowledge on almost every machine made. He started racing motocross in '72 and has been an active competitor in off-road and motocross ever since.

Associate Editor Scott Hoffman has been addicted to motorcycles since attending the second running of the Superbowl of Motocross at age six. Since then he's covered every facet of the sport from working at a local shop to racing motocross and off-road to becoming a professional motorcycle photographer. If it has two wheels and you can ride it in the dirt, he's seen it, ridden it, fixed it or shot photos of it!

That's the serious part of *Dirt Rider* and it's been that way since our first issue in 1982. Perhaps that's why *Dirt Rider* is the world's largest dirt bike publication. Our readers know where to go for straight scoop from the pros. *Dirt Rider* delivers.

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MAGAZINE



LITTLE RHODY NATIONAL ENDURO

JULY 12, 1998

KEY TIME 8:00 AM

APPROXIMATELY 100 MILES

SHORTENED COURSE FOR C & WOMENS CLASSES

CLASSES:

AA NATL.	OPEN A,B,C
AA REGIONAL	4 STROKE A,B,C
125 A&B	VETERAN A,B,C
200 A,B,C	SENIOR A,B,C
250 A,B,C	SUPER SENIOR
	WOMENS

Location

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Richard Seymour (401) 397-6327

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West Greenwich, R.I.

Sign up: Open Saturday 3:00 to 7:00 PM
Open Sunday at 6:00 AM

Requirements: Riders must have a motorcycle operator's license and registration, and a valid AMA CARD. A valid ECEA or NETRA license is needed for points in either organization. All motorcycles must have a headlight, taillight, working muffler, and a firmly attached license plate. A sound test will be given at sign up.
Any motorcycle failing the test will not start!

Arrowed from exit 5A - Rt. #95

Entry: Pre-entry \$30.00 Post-entry \$35.00 Make checks payable to **Rhody Rovers Motorcycle club** & mail to:

Peter Rainone
104 New Hampshire St.
Cranston, RI 02920

Starting positions will be drawn June 30. Only paid entries will be drawn. **PHONE ENTRIES WILL NOT BE ACCEPTED.** Entries to be drawn together must be stapled together. A or B entries stapled to C entries will be drawn with C entries. Entrants will receive confirmation by mail.

.....**ONLY COMPLETED, SIGNED & PAID ENTRIES WILL BE DRAWN.....**

RELEASE AND WAIVER OF LIABILITY AND INDEMNITY AGREEMENT

Date release signed: _____

Description and location of event: **LITTLE RHODY NATIONAL ENDURO, WEST GREENWICH, RI. JULY 12, 1998**

I hereby give up all of my rights to sue or make any claims whatever against the American Motorcycle assoc., and its district organizations, the East Coast Enduro Assoc., the New England Trail Riders inc., the Rhody Rovers Motorcycle Club inc., the promoters, the sponsors, and all other persons and organizations conducting or connected with this event for any injury to property or person I may suffer, including crippling injury or death, whether such injury arises while I am preparing for or participating in the event or while I am on the premises.

I know the risks of danger to myself and my property while participating in the event and while on the event premises and am relying upon my own judgement and ability, and assume all such risks of loss and hereby agree to reimburse all costs to those persons or organizations connected with this event for damages incurred as a result of any injury that I cause or receive.

Signature: I have read and understand this waiver _____

PLEASE PRINT

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CITY _____ STATE _____ ZIP _____

AMA# _____ NETRA# _____ ECEA# _____ MAKE OF BIKE _____

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'85 Husky 400WR Monster motor (water cooled), easy starter. Freshly rebuilt susp., Answer SA/silencer, bark busters and electronic odo pickup. VT Title. \$800; eves @ (609)268-7258.

1973 Penton 250 Hare Scrambler All original parts, re-covered seat, new Ceriani gas shocks, heavy flywheel ignition. One of the first, runs, needs polishing. \$1000 obo, (609)953-2922.

1996 Husaberg 400 Elduro Electric start, enduro ready, full dual sport lighting. New battery, newish rubber, Enduro Experts susp., fast and fun, an incredible bike, extras. Titled & reg. In MA. \$4100, 609-953-2922.

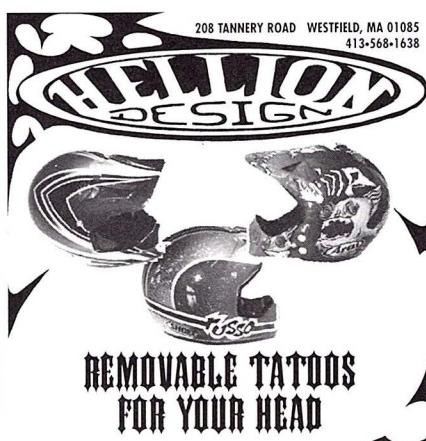
1984 Honda Interceptor 500 V-4, 7300 miles, very good cond., new tires, new battery, \$2000. 609-953-2922.

1994 Kawasaki KLX250 Bark Busters, etc., ported & polished head, exc. cond., \$2150. Acerbis 3.8 gal. Tank for KLX300/250, \$100. Boots, size 6, 8, 9, \$25 pair. Jim Adams, 205-424-3795.

Honda Parts Large enduro rear fender

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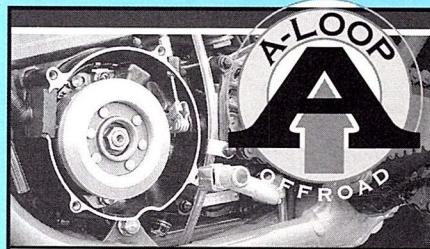
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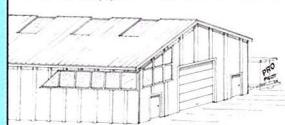
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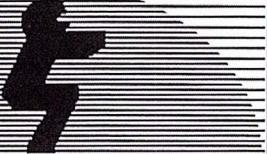
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Say what you will about cholesterol, salt, sugar, fried foods and what part of a chicken "nuggets" come from, I don't care about any of that stuff when the adrenaline starts wearing off and starvation takes over. What I mainly look for anytime I'm a gas tank from home is what McDonalds has: big glass picture windows.

After all, if the only means I have of getting home is loaded with \$4000 worth of motorcycle, a stereo cassette with speakers designed to mask 196,000 miles of rattles, and a CB setup, I want to STUDY it while I'm eating.

When I was at a McDonald's in Idaho, they laughed at my concern and told me that all the crime problems are back east. I sat with one eye smearing the window glass anyway because the shifty looking guy in the corner with the double order of fries COULD be from Camden, for all I knew. It was even LIKELY. In Idaho, you don't have to go to a fast food store for potatoes; they have them growing in their backyards.

After an enduro, I usually stop at the first McDonald's I see, hopefully before rigor mortis sets in and I have to climb out of my van one limb at a time.

The time for rigor mortis to set in varies with the score I posted. If I managed to hit the finish checkpoint within 15 minutes over the hour I was SUPPOSED to be there, the glow of satisfaction will last two hours and ten minutes. Luckily, I've found it's impossible to drive anywhere in the continental U.S. for two hours and NOT pass a McDonalds.

This must be a source of severe embarrassment for Home Ec. teachers.

Lord only knows how the folks who make kitchen stoves feel.

When I drove away from a Dallas,

Pennsylvania, enduro, I had almost no glow at all because I'd been riding so poorly that, at the gas stop, they'd already loaded my gas can, chain lube and fried egg sandwich back on the truck. Then they REALLY hurt my feelings by offering to take me back on the truck!

Now, I ride with a lot of confidence, and I was confident that if I picked up 49 minutes AND they threw out the first four checkpoints I could win OVERALL.

And while the shock might kill me, I can't think of a better way to die.

Well.... maybe ONE better way.

I found the first McDonalds in the third town with no sidewalks south of Dallas. It had three IN driveways and it looked like the OUT went up a one-way street behind a slaughter house.

Rigor mortis was just beginning to set in. I had to reach over and open my door with my right hand, then lift my left leg out of the van to get the rest of my body started. This level of incapacitation might, I suspect, qualify for HANDICAP parking, but I wouldn't want a test case on it.

While waiting to order, I developed an excruciating pain in my left shoulder which felt like an injection of two cc's of battery acid from a Ford with a bad voltage regulator. I had to ask the gent standing behind me to get my wallet out of my hip pocket.

I left the 35 cents change for the counter girl. I'm not the last of the big tippers, I just couldn't get my fingers to pick up anything smaller than a quarter.

The fellow who helped with my wallet followed me to a booth and unloaded my tray for me. He probably thought I was brain damaged...and probably most

enduro riders are.

I told the fellow that I was afflicted with the enduro disease, and told him that lately I had to go to events a day early just to FIND the things. I told him that some of the maps they sent out looked like chicken tracks as seen through the bottom of a cracked Coke bottle.

The fellow nodded in agreement and allowed that he'd traveled a bit and also had trouble with hand-drawn maps. He said that he'd seen North everywhere BUT at the top of the page. My personal opinion on this phenomenon is that local mapworkers see the world opposite to whatever direction his mother was facing when he was born. If she was facing South we are blessed with a map-maker who sees the world right-side up.

I think some steps should be taken in hospital delivery rooms to align all the stirrups to face South.

It was with pride that I told my dining assistant how many clubs give us a break and post arrows leading to the enduro from nearby major intersections, often from the exit tollbooth on turnpikes. They post these arrows, I explained, from the bed of a pickup truck so they can get the arrows high enough on the telephone poles so they won't get covered by garage sale signs.

Sometimes, I told him, we've followed arrows from toll booths only to find ourselves at a carnival!

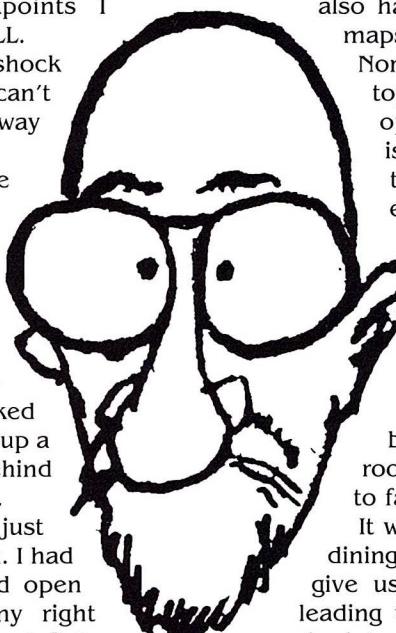
"Fella," my new friend said, "I go to more enduros than you do!"

"Well, what do you ride?" I asked, "I don't recall seeing you."

"Nothing," he growled, "I run a carnival Guess-Your-Weight concession!"

—Ed Hertfelder

Ed Hertfelder is a teller of tales and writer of books, as well as author of the internationally famous Duct Tapes stories. He can be reached at P.O. Box 17564, Tucson AZ 85731.



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Pacemaker III	\$345.00
Sensor for Pacemaker	\$ 27.00
ICO Pro Comp Comparotor	\$264.95

Goggles

Smith SMX	\$21.99
Smith SMX w/rolloffs	\$45.99
98 Smith Speed	\$23.99
Speed w/rolloffs	\$45.99
Scott 89	\$21.99

Boots

Alpinestar Tech 8	\$285.99
Alpinestar Tech 5	\$215.99
Alpinestar Tech 2	\$185.99
Thor LE-2	Call for price
Gaerne SX	\$239.99
Gaerne LTD	\$259.99
Gaerne RSX	\$179.99
Bieffe TB-1	\$139.99

Spring Clothing Sale!

MOOSE	
Trophy Glove	\$ 19.95
Trophy Pant	\$ 79.95
Trophy Jersey	\$ 17.95
XCR Glove	\$ 23.95
XCR Pant	\$119.95
XCR Jersey	\$ 34.95

Acerbis

Disc Guards	\$29.00
Disc/Fork Guards	\$34.00
NEW—Ghost Plastic	call for price!

Miscellaneous

V-Force Reed Valve System	\$121.00
W.E.R. Steering Damper	\$279.95
Twin Air Foam Filters	\$ 19.99
Hinson Clutch Basket	\$199.99
Race Tools Muffler Plug	\$ 5.00
Aluminum Bike Stand	\$ 57.95
Bridgestone H.D. Tubes	\$ 16.50
Brake Snake	\$ 6.95
Stealthy Flywheel Weight	\$ 95.00
Factory Fit Fasteners	\$ 79.50
Vesrah Fork Seals	from \$ 9.95
Vesrah Clutch Sets	from \$ 8.95
T-Handles	\$ 35.70
H.D. Spring Tool	\$ 12.95

MASON RACING SUSPENSION

by Fran Brown — Over 20 Years' Experience	
Custom Revalve	\$275.00
Service, Inspection Forks	\$ 55.00
Service, Inspection Shock	\$ 55.00



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PLES
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Malcolm TH
SMITH



Offroad '98